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American Railroad Journal.

HARLAN A. PIERCE, Editor.

New York, Friday, January 30, 1880.

Railroad Investigating Committee's Report.

The conclusions of the committee upon the evidence taken in the late railroad investigation, as made public in their report to the Assembly, put at rest the doubt that has recently been thrown upon the opinions and action of its members. This report is accompanied by recommendations, which are endorsed by every member of the committee, except one, of a remedy for abuses which the committee declare have been proven to exist in the railroad management of this State.

The alleged bill of the committee, which surreptitiously got into print recently, is thus shown to have been a gross exaggeration, and is supposed to have been thus put forth by the

friends of the roads to prejudice public opinion in advance against any legislation. Six separate bills are presented to effect the committee's recommendations for remedial legislation, as they find the main charges of discrimination fully sustained, as also the evils of the proxy system. It is found that the abuses in this respect are so great that prompt legislation is rendered necessary to prevent the same in future. Stock watering was also found to be a prolific source of abuse in railroad management, and it is severely criticised. More complete annual reports to the State Engineer are also required.

To any one who followed the investigation it is not necessary to say that the committee's conclusions are abundantly sustained by the evidence before it. It is not to be expected therefore that there will be resistance to the legislation proposed from any intelligent disinterested sources. That the railroads and their organs will misrepresent the committee and allege ulterior motives for their action is to be expected, and should be regarded by the public as the efforts of any attorney for his clients; but public opinion should not be swerved from the ends proposed by the committee to meet the demands of this opinion as expressed in the unanimous call for this investigation. Otherwise the whole trouble and expense will have been lost, and this question remanded to the future when this whole ground will have to be fought over again; for there is no doubt that such legislation must come to protect both stockholders and the public, each of whom are now at the mercy of boards of irresponsible capitalist directors who can elect themselves and continue in office in spite of either to manage these vast properties in the interest of Rings who thus fasten themselves upon both corporations and the public and fatten on both. These bills also provide for the appointment by the Governor of three Railroad Commissioners, one chief and two associates, to hold office five, four and three years respectively,

with a salary of \$5,000 and \$4,000. There seems to be something lacking in this provision in that it leaves the composition of the commission at the mercy of the Governor who may be but the creature of corporations as we fear has been the case before in this State. It would appear that the appointing power ought to be more distributed, for proper safeguards, between the Executive and Representatives of the people, or be delegated to the people themselves by suffrage like other State officers.

The Railroads and the Grain Blockade.

There is no law, statute or moral and no public opinion to prevent vast combinations of capital to control staples of commerce for speculation. Hence we must look to the natural laws of trade, which means simply the opposing of one selfish interest against another, for a remedy to the evils of the gigantic speculations in staples of commerce which have come into fashion the past two years, or since Wall Street tactics were introduced into the produce markets by Keene. In our issue of October 4, 1879, under the caption of "Evils of Speculation in Staples of Commerce," we showed that the cause of the ruinously low rates of freight for the first six months of 1879 were due to the speculation in wheat and provisions by Keene which held back the stocks of those articles in Chicago unnaturally, and until the opening of navigation in the Spring when by controlling the vast supplies on which both water and rail routes were dependent for traffic, he was able to dictate terms, at which he contracted for their shipment.

Now, in 1880 we have a repetition of these same tactics only in a doubly aggravated form, for the reason that the speculation and hence the locking up of stock is on a doubly extended scale, with crops so large that all our transportation routes would be fully employed the whole year at remunerative rates to bring them forward. While therefore our railroads were unable to move the old and new crops of

1878-'79 together as fast as offered in the last six months of 1879, they are now unable to get freight in the first month of 1880 and will be, so long as this speculative blockade lasts, with the prospect of being unable to move the crops of 1879-'80 as fast as offered in the last six months in the year, thus repeating the experience of last season with the lowest rates in the history of our railroads for the first half of the year and the highest for several years for the last half of 1879. We here touch this question only from a railroad point of view, although the results are equally disastrous upon the ocean carrying trade and the mercantile community, which interests are almost wholly dependent upon the railroads for their employment. What then can control our trunk line managers to cause them to take the suicidal action they did at their recent Conference in refusing to reduce the present prohibitory freight rates from the West in order to get freight? Are they controlled by the grain and provision speculators, or are they interested in these speculations with them, to an extent that they will thus sacrifice these stockholders' interests to hold up their speculations? It is openly asserted at the Produce Exchange that heavy pressure was brought to bear upon the trunk line managers at their recent conference by the grain combination as well as that in provisions, and that this was why the reduction was not made as it would break the markets for these staples by letting out the vast stocks back in the interior as well as points of accumulation. If this is true then Mr. Keene and his associates in these huge speculations, who are also directors in our great railroads, ought to be compelled by their stockholders to resign; and Mr. Vanderbilt ought to be taught by the English investing and consuming public that he cannot play fast and loose with their interests in this manner, and then expect them to take his stock recently offered in London and leave him in control to injure their property for the purpose of helping a lot of speculators who are at the same time endeavoring to force England to pay more for our breadstuffs than they are naturally worth. If there were not ample proof already that railroad legislation is needed in this State, this action will furnish it and should be taken into account in the remedies proposed. There should be a law forbidding, under penalty, a large shipper of produce or speculator therein from holding a directorship in any railroad which he is using for his legitimate business and may use for his illegitimate operations as is now apparently being done by the Trunk lines. What we have said of Vanderbilt's relations to his English stockholders, and the English public is equally applicable to Scott, Jewett and Garrett, except that their inconsistency is not quite so conspicuous as his, since he has just asked through his Syndicate, the English public to take his stock as an undoubted investment under his management.

It is a good time for the English investing public to teach our railroad managers a lesson in responsibility to stockholders by refusing to take this Syndicate stock off their friends' hands.

Union Pacific Railway Co.

At a meeting of the directors of the Union Pacific Railroad Co., the Kansas Pacific Railroad Co., and the Denver Pacific Railway Co., held in this city on the 24th inst., it was voted unanimously to consolidate the three companies under the name of the Union Pacific Railway Company. The following board of directors was elected: Frederick L. Ames, Boston; Carlos S. Greeley, St. Louis; E. H. Baker, Boston; Elisha Atkins, Boston; F. Gordon Dexter, Boston; Sidney Dillon, New York; G. M. Dodge, Iowa; Russell Sage, New York; Jay Gould, New York; Solon Humphreys, New York; David Dows, New York; Wm. L. Scott, Erie, Pa.; S. H. H. Clark, Omaha, Neb.; Thomas T. Eckert, New York, and John Sharp, Salt Lake, Utah. The officers are: President, Sidney Dillon; Vice-President, Elisha Atkins; Secretary and Treasurer, Henry McFarland.

The stock and funded debt of the companies will not be changed in amount by the consolidation. The new company will issue stock to the exact amount of the combined capital of the three companies, which will amount in the aggregate to \$50,452,250, and the bonded debts will remain a lien upon the several divisions of the road upon which they were originally placed.

The Union Pacific owns and operates 1,042.4 miles of road, (and controls 576.5 miles;) the Kansas Pacific, 672 miles, and the Denver Pacific, 106 miles—a total of 2,396.9 miles.

The Illinois Central's Gulf Division.

In answer to our inquiries regarding the recently reported consolidation of the Illinois Central with the Chicago, St. Louis and New Orleans Railroad, which reports we contradicted in our last, we are informed by the officers of the Illinois Central that whatever may be done in that direction lies in the future. What is being done in the present is of much more importance to the road and the public outside of Wall Street where the rumor seems to have been started for speculative purposes. The Illinois Central owns a controlling interest in the stock of the Chicago, St. Louis and New Orleans as it has for some time and is improving its entire property from Cairo to New Orleans. It has laid new steel rails and ballasted the road more than half the distance already, and has contracted at prices ruling early in the season for the material and work for the balance of the line. This line is nearly straight from Chicago and is about 200 miles shorter than the route of the new Louisville and Nashville consolidation, from which no additional competition is expected because the smaller roads embraced in the consolidation have hitherto been in the same relation as now, only

that it will be easier to arrange with them under one head than formerly under many.

All the bridges and structures upon the line have been rebuilt; 30,000 tons of steel rails already purchased; large additions made to its rolling stock, and the line has been extended up to a point on the Ohio directly opposite the depot of the Illinois Central, three and three-quarter miles, and the transit is now made across the river in twenty minutes.

Missouri, Kansas and Texas Railroad.

At a meeting of the directors of this company held in this city on the 27th inst. the resignations of eight members of the board were accepted and the following persons were chosen to succeed them: Jay Gould, Russell Sage, William Bond, George J. Forrest, Sidney Dillon and G. M. Dodge, New York; F. L. Ames, Boston, and F. S. Bond, Philadelphia. These, with N. L. McCready, New York, E. D. Barbour, Sharon, Mass., H. C. Cross, Emporia, Kansas, C. H. Pratt, Humboldt, Kansas, and B. P. McDonald, Fort Scott, Kansas, who were members of the former Board, constitute the new directory. Officers were chosen as follows: Jay Gould, president; F. S. Bond, first vice president; N. L. McCready, second vice president; H. B. Hensen secretary. It is said to be the intention of the directors to consolidate the road with the Missouri Pacific Railroad, which changed hands a few months ago. Both roads are owned by substantially the same persons. The main line of the Missouri, Kansas and Texas Railroad runs from Hannibal, Mo., across that State and a corner of Kansas, thence through Indian Territory, and into Texas, terminating at Denison City. It has one branch from Holden, Mo., to Paolo, Kan., and another from Parsons, Kan., to Junction City, on the line of the Kansas Pacific Railroad. It crosses the Wabash and Pacific Railroad at Moberly, Mo., and the Missouri Pacific at Sedalia, Mo. When the Atlantic and Pacific line is built it will cross it at Viola, Indian Territory. Its present mileage is 786. The company has authority to extend its road across Texas in the general direction of Waco and Austin to the Rio Grande, an estimated distance of 650 miles, and to build southwardly to Galveston Bay, with a branch to Sabine Bay, a distance of 350 miles. A short extension from Denison to Fort Worth will join the Missouri, Kansas and Texas road with the Texas and Pacific, which it is proposed to extend westward to the Pacific slope.

Chicago, Burlington and Quincy Railroad.

The directors of the Chicago, Burlington and Quincy and the Burlington and Missouri River Railroad Companies have decided to consolidate the two roads. A scrip dividend of 20 per cent and a cash dividend of \$1.25 per share are to be paid to the holders of the stock of the former company, and the stock of the latter company, amounting to \$9,390,800 is then to be retired, and new stock of the Chicago, Burlington and Quincy Railroad Company is to be issued in its stead. The main lines of the two roads connect at Plattsmouth, Neb., and the new company will have a continuous line from Chicago to Kearney City on the Union Pacific main line, with numerous branches and leased lines aggregating about 1,800

miles. The capital stock of the Chicago, Burlington and Quincy Company was \$28,000,000. That of the new company will consequently be about \$43,000,000. The surplus money in the treasury will be sufficient to pay the cash dividend and leave a handsome balance.

Cincinnati, Hamilton and Indianapolis Bonds.

Nine years ago the road from Hamilton to Indianapolis was sold for \$1,500,000, and the Cincinnati, Hamilton and Dayton Railroad Company guaranteed the bonds and interest on them, the bonds having been issued by the Cincinnati, Hamilton and Indianapolis Company to pay for the road. The road was managed by the Cincinnati, Hamilton and Dayton Company, but did not pay, and payment on the interest ceased. Much litigation followed, and a Board of Arbitration, consisting of Jacob D. Cox, M. E. Ingalls, and Charles Francis Adams, was chosen to settle questions between the Cincinnati, Hamilton and Dayton Company, and the bondholders of the Cincinnati, Hamilton and Indianapolis Company. The arbitrators were to take into consideration all the circumstances fairly applicable to the subject, including the earning capacity of the roads. The arbitrators in their report made on the 24th inst. say the result of their investigation has been exceedingly favorable to the Cincinnati, Hamilton and Dayton Company, it being only one year in the past (1877) when it was not able to meet its entire maturing interest, and the prospects for the future were very assuring. In view of these facts the arbitrators suggest the conversion of the bondholders' claims for unpaid coupons into preferred stock of the Cincinnati, Hamilton and Indianapolis Railroad, to be entitled to dividends out of the earnings of the Cincinnati, Hamilton and Indianapolis Road whenever these more than pay the interest; the Cincinnati, Hamilton and Dayton Road to pay maturing coupons hereafter at the full rate of 7 per cent. It is understood that this award is satisfactory to all interested.

Wilmington, Columbia and Augusta R. R.

At a meeting of holders of first mortgage bonds and registered certificates of the Wilmington, Columbia and Augusta Railroad Company, held in Baltimore on the 21st inst., a plan for reorganization was adopted. Messrs. B. F. Newcomer, Thos. C. Jenkins, John S. Gilman, J. A. Tompkins and Frank P. Clark, a committee appointed November 5, 1878, and who on October 1, 1879, at a foreclosure sale at Wilmington, N. C., purchased the road for the first mortgage bondholders for \$860,500, submitted the plan of reorganization. The sum paid for the road was equal to 20 per cent of the total amount of principal and interest secured by the first mortgage. The reorganized company will start with a capital stock of \$960,000, and is authorized to issue \$1,600,000 in thirty-year first mortgage bonds of \$1,000 each, principal and interest payable in gold in New York, with the Safe Deposit and Trust Company of Baltimore as trustee. The holder of each \$2,000 of old bonds and their accompanying certificates for \$210 of funded coupons will be entitled to a \$1,000 new bond and six shares of capital stock. In other words, every holder of old bonds, overdue coupons or certificates for funded coupons of any amount with all interest computed on the

same at the rate of 7 per cent to date of purchase, will be entitled to 87½ per cent of such accumulated value in new bonds, and will receive in addition thereto six shares of capital stock for every \$1,000 in new bonds to which he may be entitled. A board of directors was elected as follows: R. B. Bridgers, president; Wm. T. Walters, Samuel M. Shoemaker, Benj. F. Newcomer, H. B. Short, Geo. S. Brown, George C. Jenkins, H. B. Plant, J. D. Cameron and Enoch Pratt. Mr. Bridgers, who was receiver of the road previous to its sale under foreclosure, was at the meeting. The road is 191 miles long, extending from Wilmington, N. C., to Columbia, S. C. The sale last October included the franchise, rolling stock, etc. After \$20,000 in cash had been paid, the purchasers were allowed to pay in outstanding bonds or the coupons thereof. Proper steps will be taken in the Carolinas to put in operation the plan of reorganization as above recited.

Canada Southern Railway Bonds.

The case of Wm. H. Gebhard vs. the Canada Southern Railway Company, which was argued before Judge Wallace in the United States Circuit Court, this city, was decided by him on the 24th inst. The suit is brought to recover several instalments of interest due the plaintiff upon the first mortgage bonds of the company. The road is wholly in Canada, and the bonds were executed and issued there, but were made payable in the City of New York. The company claims that it is discharged from the payment of the bonds by virtue of an act of Parliament of the Dominion, passed April, 1878, whereby the company was authorized to issue new bonds payable in thirty years in substitution of its first mortgage bonds and bearing a lower rate of interest. The act declares that the assent of the holders of the first mortgage bonds shall be deemed to have been given to the substitution of the new bonds, but the plaintiff in fact never gave his assent to the change. Judge Wallace says:

"On first impression the defence seems an extraordinary one; it rests upon the theory that the original bonds, having been issued in Canada, are contracts controlled, as respects the obligation and its discharge, by the law of Canada, and that the Canadian Parliament, in the exercise of its unlimited powers, has discharged or modified the obligation of the contract, and that even though this be an arbitrary or unjust act it is conclusive upon the rights of the parties. * * *

The act of the Canadian Parliament is an attempt to impair and destroy the obligation of a contract. Undoubtedly it was supposed, in view of the financial embarrassment of the defendant, that the new obligations, authorized by the act would be acceptable to the holders of the original bonds, and would be of equal, if not of greater, value. But the plaintiff was entitled to the money due by the terms of his bond, and any legislative act which attempts to deprive him of it by compelling him to accept something different, violates fundamental principles of justice, and is in effect an arbitrary confiscation of the plaintiff's property.

Although by the theory of the British constitution Parliament is omnipotent, the jurists and statesmen of England have denied its right to transcend the boundaries which confine the discretion of Parliament within the ancient land-marks. * *

A contract is property; to destroy it partially is to take it, and to do this by arbitrary legislative action is to do it without due process of law.

If any of our own States had passed such an act as the one under consideration, it would have been the duty of the courts of that State to treat it as an unlawful exercise of power; and certainly it cannot be expected that this Court will tolerate legislation by a foreign State, which it would not sanction if passed here, and which, if allowed to

operate, would seriously prejudice the rights of a citizen of this State. Comity can ask no recognition of such unjust foreign legislation, and the case falls under the qualification of the general rule which prescribes that when the foreign law is repugnant to the fundamental principles of the lex fori it will be ignored. Judgment for the plaintiff."

New York, Ontario and Western Railway.

The reorganization of the New-York and Oswego Midland Railroad was completed on the 22d inst. The new corporation is to be known as the New-York, Ontario and Western Railway Company. The names of the directors are as follows: C. N. Jordan, H. Amy, F. P. James, Edwin Parsons, W. C. Whitney, O. S. Williams, Theodore Houston, W. S. Bartlett, Coe F. Young, N. A. Cowdrey, W. H. Fenner, Jr., Edward Livingston and L. H. Meyer. C. N. Jordan was elected President, and Theodore Houston Secretary. Under the provisions of the agreement between the first mortgage bondholders and other interests as to the reorganization of the company, the holders of the junior securities and obligations of the New York and Oswego Midland Company have 30 days in which they may participate in the benefits of the reorganization by the payment of 20 per cent. and the surrender of the obligations of the old company. The thirty days proviso will run from Jan. 22.

Texas and Pacific Railway.

A dispatch dated Dallas, Texas, January 22, says active work is going on to hasten operations on the Texas and Pacific Railway under the new contract with the construction syndicate, and then adds:

Ex-Governor John C. Brown has arrived and will be in charge of the railroad interests in Texas, Mr. F. C. Bond, the other Vice-President, having returned to Philadelphia, where he will remain in charge of the business of the office there.

Under the new arrangements, when completed the Texas and Pacific Railway will form a line 1,044 miles long, capitalized with a bonded indebtedness of \$25,000 and \$25,000 stock to the mile.

The road in addition owes \$3,000,000 income bonds, secured on a land grant of 5,000,000 acres of Texas lands. As new construction progresses additional lands will pass to the company under the General Railroad law of Texas at the rate of sixteen sections, or over 10,000 acres, per mile.

It is supposed that negotiations are in progress to possess the link between Shreveport, La., and Vicksburg, Miss.

We learn from the report of the Ontario Commissioner of Public Works for 1879, that eight new railroads, having a total length of over four hundred miles, have been in progress during 1879, viz: the Credit Valley, Huron and Erie, Georgian Bay and Wellington, Midland Extension, Prince Edward County, Canada Central extension, Stratford and Lake Huron, and Grand Junction roads. At the date of Confederation, 1867, there were 1,464 miles of railway in the province; since that date 1,947 miles have been constructed and 470 are building or under contract.

Mr. Brunel and party, who have been exploring the Nipissing district of Canada, have returned to Ottawa. They report having found a practicable route for the Sault Ste. Marie Railway on the north shore of Lake Nipissing, between the Spanish river and the Sault.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	18,500,000	J. & J.	Jan. '80 34	Louisv. Cin. and Lex. 50	1,623,483	J. & J.	July '69 8	Ware River* 100	775,000	J. & J.	Jan. '80 34
Ashuelot 100	210,000	quarterly	Oct. '79 14	Louisville & Nashville 100	9,052,950	F. & A.	Feb. '80 3	Warren (N. J.) 100	1,800,000	A. & O.	Apr. '79 34
Atch. Pop. & Santa Fe 100	10,400,300	Feb. '80 3		Louisv. N. Alb. & Ohio 100	3,000,000	J. & D.	Dec. '70 3	Warwick Valley 100	225,000	J. & J.	July '79 34
Atlanta and West Point 100	1,232,200	J. & J.	July '79 4	Lowell and Andover 100	500,000	J. & J.	Jan. '80 34	Westchester & Phil. pref. 100	221,500	F. & A.	Jan. '80 2
Atlantic and Gulf guar. 100	786,476	M. & N.	Nov. '78 34	Lowell and Lawrence 100	200,000	A. & O.	Apr. '78 2	West Jersey 100	1,559,750	F. & A.	Nov. '79 2
Atlantic and St. Law. 100	5,000,000	M. & N.	Sept. '79 9	Lykens Valley 100	600,000	F.M. & N.	Feb. '79 24	Wilmington & Weldon 100	1,455,200	J. & D.	Nov. '79 3
Augusta and Savannah 100	1,022,900	J. & D.	June '79 24	Manchester and Law. 100	1,000,000	M. & N.	Nov. '79 5	Winchester & Potomac 100	180,000	J. & J.	Jan. '79 3
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '78 3	Marietta & Cincinnati 50	1,408,912	M. & S.	Sep. '66 34	Winchester & Strasburg 100	600,000	J. & J.	Jan. '80 3
Baltimore and Ohio 100	14,218,800	M. & N.	Nov. '79 4	" 1st pref. 50	8,130,719	M. & S.	Sep. '66 34	Worcester and Nashua 75	1,789,900	J. & J.	July '76 2
" pref. 100	4,649,678	J. & J.	Jan. '80 3	" 2d pref. 50	4,460,368	F. & A.	Sep. '66 34				
Washington Br. 100	1,680,000	A. & O.	Oct. '79 5	Massachusetts 100	400,000	F. & A.	Aug. '79 1				
Berkshire 100	800,000	quarterly	Apr. '79 14	Memphis & Charleston 25	5,312,725	J. & D.	Jan. '69 8	Albany City 100	110,300	— & —	
Boston and Albany 100	20,000,000	M. & N.	Nov. '79 4	Metropolitan Elevator 100	6,500,000	quarterly	Jan. '80 24	Baltimore City 25	1,000,000	quarterly	Jan. '80 3
Bos. Cin. F. & N. Br. 100	1,237,600	— & —		Michigan Central 100	18,734,204	F. & A.	Feb. '80 4	Balt., Cat. & El. Mills 100	2,200,000	J. & J.	Jan. '80 3
" pref. 100	1,750,100	— & —		Middlesex Central 100	2,136,204	F. & A.	Aug. '79 3	Boston & Chelsea pref. 100	2,200,000	A. & O.	Apr. '79 2
Agricultural Br. guar. 100	60,000	J. & D.	June '76 3	Mill Creek & Minehill 50	333,375	J. & J.	Jan. '80 5	Broadway (Brooklyn) 100	200,000	J.A. & J.O.	Apr. '78 4
Bost. Conc. & Mont. pref. 100	800,000	M. & N.	Nov. '79 3	M. Hill & Schuyt. Hav. 50	3,856,450	J. & J.	Jan. '80 34	Broadw. & 7th Av. (N.Y.) 100	2,100,000	J.A. & J.O.	Apr. '79 2
Boston and Lowell 100	8,250,000	J. & N.	Jan. '80 2	Mobile & Montgomery 100	2,794,800	F. & A.	Feb. '80 2	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79 3
Boston and Maine 100	6,921,274	M. & N.	Nov. '79 3	Morris and Essex 50	16,000,000	J. & J.	Jan. '80 34	Brooklyn City 100	2,000,000	F.M. & N.	Aug. '79 34
Boston and Providence 100	4,000,000	M. & N.	Nov. '79 34	Mt. Carbon & Pt. Carbon 50	282,350	M. & N.	Jan. '80 6	Bushwick (Brooklyn) 100	309,000	J. & J.	July '71 34
Attleborough Branch 100	131,700	J. & J.	Jan. '80 34	Nashua and Lowell 100	800,000	M. & N.	Nov. '79 3	Cambridge 100	875,000	J.A. & J.O.	Jan. '79 4
Bost. Revere B. & Lynn 100	349,200	J. & J.	Jan. '80 3	Nashua and Rochester 100	1,308,800	A. & O.	Oct. '79 14	Can. Park N. & E. Riv. 100	1,068,400	J. & J.	Jan. '79 3
Buffalo, N. Y. and Erie 100	940,000	J. & D.	June '79 3	Nashville and Decatur 100	1,529,000	J. & D.	June '79 3	Citizens' (Phil.) 50	500,000	J. & J.	Jan. '78 10
Burl. & Mo. Riv. in Neb. 100	8,377,900	quarterly	Feb. '79 2	Nash, Chat. & St. Louis 25	6,676,258	A. & O.	Oct. '79 14	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '77 10
Camden and Atlantic 50	877,400	quarterly	Jan. '77 2	Naugatuck 100	2,000,000	J. & J.	July '79 5	Coney Island & Brookl. 100	500,000	— & —	
" pref. 50	838,511	quarterly	Nov. '79 34	Nesquehoning Valley 50	1,000,000	M. & S.	Sep. '79 34	Continental (Phila.) 50	180,000	J. & J.	Jan. '80 5
Camden & Burl. Co. 100	331,925	J. & J.	Jan. '80 3	N. Castle & Beaver Val. 50	1,800,000	quarterly	Oct. '79 24	O. Dock, E. B. & Bat. 100	1,200,000	F.M. & N.	May '79 2
Orpo May and Millville 50	447,000	J. & D.	June '79 3	N. Haven & Northamp. 100	605,000	quarterly	Oct. '74 3	Eighth Avenue (N.Y.) 100	1,000,000	J. & J.	Jan. '79 6
Catawissa 50	1,109,600	Oct. '79 14		New London Northern 100	1,418,800	quarterly	Oct. '79 14	Elizabeth and Newark 100	200,000	— & —	
" pref. 50	2,200,000	M. & N.	Nov. '79 34	N.Y. Cen. & Hudson R. 100	89,428,330	quarterly	Jan. '80 2	42nd St. & G. St. Ferry 100	748,000	M. & N.	May '79 6
" 2d pref. 50	1,000,000	M. & N.	Nov. '79 34	New York and Harlem 100	8,600,000	J. & J.	Jan. '80 4	Frankf. & Southw. (Ph.) 50	600,000	J. & J.	Oct. '79 4
Cayuga and Susq. 50	589,110	F. & A.	Jan. '80 4	" City Line 100	1,800,000	J. & J.	Jan. '80 4	Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '80 2
Cedar Rapids & Mo. R. 100	6,800,400	F.M. & N.	Nov. '79 1	New York & Long Br. 100	2,000,000	annually	Apr. '79 3	Girard College (Ph.) 50	500,000	J. & J.	July '71 2
" pref. 100	769,600	F. & A.	Aug. '79 34	New York Elevated 100	6,500,000	quarterly	Oct. '79 3	Grand St. and Newton 100	170,000	J. & J.	July '71 2
Central of Georgia 100	7,500,000	J. & D.	June '79 24	N.Y. Lake Erie & West. 100	77,107,700	quarterly	Jan. '80 2	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Central of New Jersey 100	18,563,200	quarterly	Apr. '74 24	" pref. 100	8,149,700	— & —		Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Central Ohio 50	2,425,000	J. & J.	Jan. '80 3	N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	July '79 5	Highland 100	100,000	J. & J.	Jan. '80 4
" pref. 50	400,000	J. & J.	Jan. '80 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 24
Central Pacific 100	54,275,000	— & —		N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Lynn and Boston 100	200,000	— & —	
Chemung 100	380,000	quarterly	Oct. '79 14	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Malden and Melrose 100	200,000	— & —	
Cheshire, preferred 100	2,185,300	J. & J.	Jan. '80 1	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Metropolitan (Boston) 100	1,500,000	J. & J.	Jan. '80 4
Chicago and Alton 100	10,065,400	M. & S.	Sept. '79 34	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Middlesex (Boston) 100	400,000	M. & N.	Nov. '79 34
" pref. 100	2,425,400	M. & S.	Sept. '79 34	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	N. Y., Bay Ridge & Jam. 100	102,540	— & —	
Chicago, Burl. & Quincy 100	30,928,300	A. & O.	Dec. '79 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Ninth Avenue (N.Y.) 100	797,320	— & —	
Chi. Cin. Dub. & Minn. 100	6,166,000	A. & O.	Apr. '79 34	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Orange and Newark 100	282,555	— & —	
Chicago, Iowa & Neb. 100	3,916,200	J. & J.	Jan. '80 5	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	People's (Phila.) 25	206,054	— & —	
Chi. Mil. and St. Paul 100	15,404,261	A. & O.	Oct. '79 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Philadelphia City 100	476,000	J. & J.	Jan. '80 5
" pref. 100	12,279,483	A. & O.	Oct. '79 34	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Philadelphia and Darby 20	200,000	J. & J.	July '72 2
Chicago & N. Western 100	14,988,807	J. & D.	Dec. '79 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
" pref. 100	22,026,608	quarterly	Dec. '79 14	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '75 2
Chicago, R. I. & Pacific 100	30,980,000	quarterly	Feb. '80 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Second Avenue (N.Y.) 100	1,199,500	J.A. & J.O.	Apr. '73 2
Cin. Ham. & Dayton 100	3,500,000	A. & O.	Apr. '79 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Second & Third St. (Ph.) 40	962,100	quarterly	Jan. '79 3
Cin. Sand. & Cleve. pref. 50	429,037	M. & N.	Nov. '78 4	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '79 3
Clev. Col. Cin. & Ind. 100	14,991,800	F. & A.	Feb. '80 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Sixth Avenue (N.Y.) 100	750,000	M. & N.	Nov. '77 5
Cleveland & Mahoning 50	2,057,569	M. & N.	Nov. '79 4	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Jomerville (Boston) 100	113,000	M. & N.	Nov. '79 3
Cleveland & Pittsburgh 50	11,236,150	quarterly	Dec. '79 14	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	South Boston 100	480,000	J. & J.	Jan. '80 3
Columbus & Xenia 50	1,798,200	M.J.S.D.	Sept. '79 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Third Avenue (N.Y.) 100	2,000,000	F.M. & N.	May '79 4
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '80 4	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '80 4
Concord 50	1,600,000	M. & N.	Nov. '79 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	23d street (N.Y.) 100	600,000	J. & J.	Jan. '79 4
Concord and Port. 100	350,000	J. & D.	Dec. '79 34	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Conn. & Passump. Riv. 100	2,176,700	F. & A.	Feb. '80 1	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	Union (Phila.) 100	400,000	J. & J.	Jan. '80 6
Connecticut River 100	2,100,000	J. & J.	Jan. '80 4	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5	West Philadelphia 100	400,000	J. & J.	July '77 10
Cumberland Valley 50	1,292,950	J.A. & J.O.	Oct. '79 24	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
" 1st pref. 50	241,900	A. & O.	Oct. '79 4	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
" 2d pref. 50	243,000	A. & O.	Oct. '79 4	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Danbury and Neww. 50	600,000	quarterly	Mar. '78 14	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Dayton & Michigan 50	2,401,528	A. & O.	Oct. '79 14	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
" pref. 50	1,211,250	quarterly	July '79 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Delaware 50	1,330,950	J. & J.	July '79 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Del. & Bound Brook 100	1,500,000	quarterly	Aug. '79 14	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Del. Lackaw. & West. 100	26,200,000	quarterly	July '76 24	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Detroit, Lans. & N. pref. 10	2,503,300	F. & A.	Aug. '79 34	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Dubuque & Sioux City 100	1,009,200	A. & O.	Oct. '79 2	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
East Pennsylvania 100	5,000,000	J. & J.	Jan. '80 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
East Mahanoy 50	392,950	J. & J.	Jan. '80 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
East Tenn. Va. & Ga. 100	392,374	May '79 3		N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Eastern (Mass.) 100	4,991,000	J. & J.	July '78 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Eastern (N. H.) 100	492,500	J. & D.	Dec. '79 3	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
East River 100	275,000	— & —		N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Elmira, Jct. & Canand. 100	800,000	Sept. '79 3		N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
Elmira & Williamsport 50	500,000	M. & N.	Nov. '79 24	N. Y., N. H. & Hartford 100	15,500,000	J. & J.	July '79 5				
" pref. 50	500,000	J. & J.	July '79 24	N. Y., N. H. & Hartford 100	15,500,000</						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atchison, Top. & San. Fe:													
1876.....	117,417	144,139	180,246	197,996	219,370	186,641	198,851	248,138	265,593	297,958	325,793	204,447	2,486,589
1877.....	134,864	136,360	189,130	200,681	189,915	185,731	187,142	255,572	281,414	342,822	335,678	246,778	2,679,106
1878.....	174,598	184,885	295,367	299,610	304,636	249,481	329,559	466,163	420,521	446,529	438,583	340,932	3,950,868
1879.....	315,985	382,989	532,000	556,000	600,000	399,500	456,000	533,000	602,500	759,000	654,500	586,500	6,338,447
Burlington, Cedar Rapids and Northern:													
1877.....	73,964	68,094	73,194	72,435	71,605	69,357	73,309	113,625	194,226	171,533	138,955	129,554	1,249,880
1878.....	165,411	147,196	125,141	115,277	139,490	101,014	95,007	104,444	138,897	141,619	129,494	124,676	1,527,607
1879.....	117,362	97,277	111,924	100,133	116,950	110,179	107,990	122,827	154,795	171,524	147,785	176,204	1,534,999
Central Pacific:													
1876.....	994,339	1,017,204	1,184,683	1,427,035	1,757,415	1,646,370	1,541,223	1,696,154	1,871,876	1,888,066	1,675,532	1,424,317	18,146,944
1877.....	1,170,615	945,171	1,245,373	1,438,659	1,554,652	1,484,232	1,391,867	1,362,000	1,441,293	1,806,382	1,855,774	1,354,882	17,050,976
1878.....	1,110,988	980,529	1,229,592	1,529,254	1,590,889	1,393,851	1,533,701	1,726,666	1,769,477	1,773,082	1,537,493	1,432,917	17,607,451
1879.....	1,020,758	1,070,759	1,320,846	1,344,746	1,616,621	1,377,000	1,442,000	1,552,000	1,723,000	1,833,000	1,487,000	1,311,000	17,098,730
Chicago and Alton:													
1876.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	395,779	369,311	4,656,764
1877.....	305,597	346,850	355,527	364,000	423,645	451,083	403,671	510,795	524,244	532,868	367,898	374,351	4,960,529
1878.....	351,608	325,047	345,454	339,385	311,266	358,982	305,927	491,728	480,933	445,597	391,616	316,799	4,464,343
1879.....	300,187	357,297	335,999	349,883	359,457	433,473	563,379	443,525	486,921	399,378	340,947	4,671,519	
1879.....	341,075	312,311	344,375	339,118	410,446	442,753	529,414	573,663	643,455	654,286	597,143	534,873	5,745,880
Chicago and Northwestern:													
1876.....	808,842	854,627	944,450	919,978	1,090,752	1,263,087	1,035,524	1,004,715	1,204,072	1,433,957	1,144,319	926,852	12,631,174
1877.....	730,602	722,367	812,080	867,603	940,978	928,885	934,888	1,141,310	1,559,368	1,471,214	1,403,728	1,006,930	12,793,602
1878.....	1,077,891	1,084,857	1,095,800	1,255,887	1,471,545	1,069,142	1,166,270	1,179,354	1,315,796	1,566,858	1,407,240	1,114,555	14,528,653
1879.....	1,044,230	895,000	1,101,100	1,130,475	1,434,960	1,389,300	1,309,984	1,347,000	1,714,000	1,935,000	1,557,000	1,312,300	16,084,778
Chicago, Burl. & Quincy													
1877.....	876,835	871,768	939,654	960,198	917,447	957,734	829,300	1,330,248	1,363,310	1,290,114	1,232,118	962,149	12,530,875
1878.....	1,045,467	911,150	1,169,831	1,118,736	1,275,516	897,090	946,427	1,632,207	1,382,123	1,368,349	1,296,083	1,070,525	14,113,503
1879.....	1,105,098	822,377	1,071,738	1,018,755	1,177,303	1,038,208	993,823	1,315,558	1,484,316	1,709,932	.....	.....	.....
Chicago, Mil. & St. Paul:													
1876.....	527,546	517,119	567,644	650,961	819,563	877,693	685,370	569,775	645,831	817,259	765,230	610,288	8,054,171
1877.....	375,554	403,852	468,570	514,783	607,141	588,223	555,610	677,050	1,178,999	1,183,134	892,027	669,921	8,114,894
1878.....	705,965	666,853	663,640	784,507	798,665	636,447	647,460	522,487	676,368	823,722	809,212	716,512	8,451,768
1879.....	592,000	476,000	633,000	678,000	857,000	799,000	773,000	729,000	1,020,000	1,290,000	1,101,000	1,061,000	10,009,000
Clev., Col., Cin. & Ind.:													
1876.....	296,258	329,321	299,675	297,526	315,950	320,783	263,177	335,895	367,601	333,298	282,631	234,343	3,676,458
1877.....	229,368	252,245	257,214	292,778	291,483	297,131	226,990	355,271	321,367	335,975	297,056	287,458	3,434,356
1878.....	333,299	215,645	264,426	267,444	269,553	258,344	273,817	262,186	333,278	336,165	336,830	277,727	3,528,714
Denver and Rio Grande:													
1877.....	43,270	40,182	49,944	51,400	68,052	57,502	74,276	84,572	78,737	83,157	80,083	.....	.....
1878.....	60,015	55,065	64,300	80,927	87,005	90,350	121,574	120,651	112,650	122,863	117,804	.....	.....
Hannibal & St. Joseph:													
1877.....	122,796	132,961	157,217	186,966	162,719	165,449	129,781	184,210	211,917	220,000	174,749	136,492	2,014,867
1878.....	135,044	124,096	160,365	138,461	136,658	137,454	133,696	214,222	231,169	232,720	207,918	178,567	2,045,450
1879.....	135,423	134,668	190,134	158,578	131,777	100,969	96,077	129,660	177,158	238,411	188,466	197,115	1,936,528
Illinois Central:													
1876.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1877.....	553,574	577,702	580,004	530,269	606,134	666,125	494,529	600,179	616,292	707,988	575,306	532,867	7,040,969
1878.....	460,656	459,123	477,102	430,557	464,523	482,162	474,086	666,609	791,512	791,912	597,060	544,543	6,639,845
1879.....	624,659	511,386	536,409	533,838	608,627	552,706	568,031	676,889	630,386	654,840	625,201	589,312	7,111,000
1879.....	551,154	475,243	540,888	502,127	560,759	554,722	556,104	579,338	687,341	751,076	610,301	607,655	7,976,703
Kansas Pacific:													
1877.....	180,240	181,094	230,284	258,198	250,507	253,652	274,362	304,842	346,661	395,361	364,188	258,107	3,294,549
1878.....	189,456	172,995	275,282	279,468	271,491	293,523	291,634	390,993	403,307	448,514	391,421	260,450	3,729,606
1879.....	199,742	246,245	340,920	356,482	380,009	373,176	385,865	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1876.....	1,163,564	1,037,518	1,287,841	1,275,664	1,100,142	1,055,699	1,079,808	1,178,324	1,306,826	1,392,487	1,275,955	1,280,371	14,434,199
1877.....	1,097,272	1,095,529	1,193,734	1,179,898	1,178,639	1,142,228	1,020,615	1,197,992	1,350,984	1,318,194	1,122,314	1,051,777	13,949,177
1878.....	885,942	980,970	1,192,162	1,181,478	1,153,821	1,066,795	788,380	1,226,878	1,364,595	1,146,761	1,229,503	1,305,159	13,505,159
1879.....	1,270,143	1,077,543	1,171,838	1,057,556	1,069,215	949,797	1,027,127	1,329,672	1,269,537	1,372,199	1,221,507	1,163,631	13,979,766
Mo., Kan. & Texas:													
1877.....	237,032	235,308	247,505	221,656	231,307	258,123	253,125	323,347	307,179	329,531	274,184	256,021	3,174,320
1878.....	217,029	181,118	236,546	206,756	206,757	207,514	219,926	294,835	330,235	349,596	288,459	242,568	2,981,679
1879.....	194,454	194,866	224,559	189,218	217,833	221,892	258,659	306,330	380,759	387,701	386,086	380,028	3,343,373
New York, Lake Erie & Western:													
1877.....	1,052,713	1,039,300	3,262,727	1,280,980	1,234,095	1,232,163	1,041,295	1,271,131	1,184,521	1,535,343	1,570,943	1,465,133	17,170,154
1878.....	1,304,018	1,121,412	1,147,208	1,127,079	1,172,961	1,258,992	1,157,691	1,445,929	1,338,272	1,473,532	1,381,391	1,205,755	15,134,216
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,797	1,713,697	1,515,835	.....	.....
Philadelphia and Reading:													
1876.....	619,631	553,261	696,430	1,323,978	1,312,267	970,456	922,449	1,110,772	1,227,469	1,386,199	1,166,628	793,106	12,082,586
1877.....	711,730	673,036	851,991	1,160,898	1,151,795	1,027,314	917,228	1,248,716	1,331,582	1,330,857	934,658	1,206,434	12,556,239
1878.....	610,768	482,238	658,991	903,765	1,101,497	1,267,874	854,164	1,217,543	674,113	1,205,373	1,356,831	810,891	11,144,048
1879.....	900,482	825,154	889,569	989,034	1,144,052	1,179,141	1,147,767	1,305,414	1,197,162	1,409,028	1,308,668	1,325,780	13,621,241
St. Louis, I. Mt. & South'n:													
1877.....	377,203	352,407	350,778	287,903	283,686	274,164	277,320	374,165	421,605	510,812	459,075	526,304	4,500,422
1878.....	375,521	341,319	344,193	283,101	270,320	254,749	299,161	348,534	409,819	583,983	535,411	463,195	4,514,321
1879.....	334,029	339,950	352,580	314,210	303,228	281,920	334,800	409,600	587,337	713,200	656,195	664,675	5,301,873
St. Louis, Kans. C. & North'n:													
1876.....	246,099	282,879	271,230	236,237	236,082	229,3							

NATIONAL AND STATE SECURITIES.

Marked (*) signifies "interest not paid."				Marked (*) signifies "interest not paid."			
Amounts outstanding.				Amounts outstanding.			
Interest.				Interest.			
Payable.				Payable.			
When Payable.				When Payable.			
Rate.				Rate.			
Marked (*) signifies "interest not paid."				Marked (*) signifies "interest not paid."			
National Securities, Jan. 1, 1980.				Maryland (continued):			
Loan of June 14, 1868.....registered	18,415,000	5	Jan. & July. 1874	State Loans (10-16 year) 1872 to 1873...	965,000	5	Jan. & July. '85-'89
Loan of February 8, 1861.....registered	8,658,000	5	Jan. & July. 1880	Massachusetts—(\$81,869,430):			
Oregon War Bonds of March 2, 1861.....coupon	821,500	5	Jan. & July. 1880	Defenses and Bounty (1863) loans, gold.	1,088,000	5	Jan. & July. 1883
Loan of July 17, and Aug. 8, 1861.....registered	130,554,500	5	Jan. & July. 1881	Defenses and Bounty (1864) loans, stg.	3,380,244	5	May & Nov. 1889
Loan of March 3, 1863.....coupon	51,970,850	5	Jan. & July. 1881	War Loan, (1869) stg.	6,873,463	5	Jan. & July. 1889
Loan of March 3, 1864.....registered	54,855,050	5	Jan. & July. 1881	Troy & Greenfield R.R. bonds, '68 to '68.	7,054,130	5	Jan. & July. '88-'93
Loan of March 3, 1865.....coupon	16,805,850	5	Jan. & July. 1881	Troy & Green. R. R. bonds, 1871 to '75.	200,000	5	April & Oct. '91-'93
Loan of March 3, 1865.....registered	10,400,000	5	Mar. & Sept. 1904	Southern Verm. R. R. bonds, 1880, gold.	3,599,021	5	Jan. & July. 1890
Loan of March 3, 1865.....coupon	82,018,100	5	Jan. & July. 1887	B. H. & Erie R. R. Loan, 1868 and 1869.	230,000	5	May & Nov. 1890
Loan of March 3, 1865.....registered	492,645,450	5	Jan. & July. 1887	Back Bay Land bonds, 1861 and 1862.	700,000	5	Jan. & July. '94-'96
Loan of March 3, 1865.....coupon	245,845,100	5	Jan. & July. 1888	State Institution bonds, 1874 to 1877 g'd.	3,742,280	5	Various. '94-'96
Funded Loan July 14, 1870.....registered	286,987,750	5	Jan. & July. 1888	Michigan—(\$826,000):			
Loan of July 14, 1870.....coupon	221,462,500	5	F. M. A. & N. 1881	Two Million Loan bonds, 1863.....	501,000	5	Jan. and July. 1883
Loan of July 14, 1870.....registered	167,981,900	5	M. J. S. & D. 1881	War Bounty Loan bonds, 1868.....	299,000	7	May & Nov. 1890
Loan of July 14, 1870.....coupon	82,018,100	5	M. J. S. & D. 1891	Minnesota—(\$2,575,000):			
Loan of July 14, 1870.....registered	492,645,450	5	J. A. J. & O. 1907	State Buildings Loan bonds, 1869 & 1873.	300,000	7	Jan. & July. '79-'83
Loan of July 14, 1870.....coupon	245,845,100	5	J. A. J. & O. 1907	Railroad (1868) Loans.....	2,275,000	7	June and Dec. 1887
Refunding certificates of Feb. 28, 1879.....	2,855,400	5	Jan. & July. '95-'99	Missouri—(\$19,817,000):			
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	Jan. & July. '95-'99	State Debt Proper, 1865 and 1866.....	439,000	5	Jan. & July. 1883
Debt matured and without interest.....(var.)	14,671,925	5	Jan. & July. '95-'99	Consolidation bonds, 1868.....	2,727,000	5	Jan. & July. 1883
Debt bearing no interest.....	358,711,579	5	Jan. & July. '95-'99	State Institutions, etc. bonds, 1872 to '74	401,000	5	Jan. & July. 1892
Pacific R. R. Bonds (registered).....(currency)	64,625,512	5	Jan. & July. '95-'99	Funding Bonds, 1874.....	1,104,000	5	Jan. & July. 1894
				R. R. new (act, March 29, 1875).....	4,350,000	5	Jan. & July. '95-'97
				Railroad Act (1864-1890) Bonds.....	7,796,000	5	Jan. & July. '89-'90
				Han. & St. Jo. R. R. Loans (& renewals,	3,000,000	5	Jan. & July. '87-'96
				Nebraska—(\$549,287):			
				State (act Feb. 7, 1877) bonds.....	549,287	5	April & Oct. 1897
				Nevada—(\$540,000):			
				State Bonds, 1871.....	160,000	10	Various. '81-'82
				Territorial bonds, 1877.....	380,000	10	Mar. & Sept. 1897
				New Hampshire—(\$3,573,550):			
				War Loan Bonds, 1864.....	600,000	5	Jan. & July. '84-'89
				Municipal Equalization bonds, 1872.....	2,206,100	5	Jan. & July. '92-'95
				State bonds, 1875.....	500,000	5	Jan. & July. '79-'80
				New Jersey—(\$2,076,800):			
				War Loan (tax free) bonds, 1861-1863..	1,500,900	5	Jan. & July. '80-'96
				War Loan (taxable) bonds, 1864.....	595,400	5	Jan. & July. '92-'92
				New York—(\$9,278,000):			
				Canal Stock (1872-75) registered.....	7,276,000	5	Jan. & July. '83-'93
				Canal Stock (1874) registered.....	2,000,000	5	April & Oct. 1892
				North Carolina—(\$24,098,845):			
				Refunded (act Feb. 1879) bonds.....	5,378,200	5	Jan. & July. 1909
				Railroad & Improvement (old) bonds.	3,359,000	5	Jan. & July. '79-'98
				Railroad & Improvement (new) bonds.	3,888,600	5	Jan. & July. '71-'98
				Funding (new) bonds.....	11,386,000	5	Jan. & July. '98-'99
				Special tax bonds.....	4,072,640	5	Jan. & July. 1881
				Ohio—(\$4,472,640):			
				Reg. (1860) Loans, pay. after Jan. '81..	4,072,640	5	Jan. & July. 1886
				Reg. (1866) Loans, pay. after Jan. '86..	2,400,000	5	Jan. & July. 1886
				Oregon—(\$817,491):			
				War, Bounty and Canal bonds.....	317,491	7	Jan. & July. '80-'84
				Pennsylvania—(\$23,288,350):			
				Registered bonds, 1877, tax free.....	8,000,000	5	Feb. & Aug. 1902
				Registered (15-25 year) bonds, tax free..	2,000,000	5	Jan. & July. 1904
				Con. & Reg. (1854) bonds, part 41, gold.	472,000	5	Jan. & July. 1882
				Registered stock (1867) Loan.....	11,472,000	5	Feb. & Aug. '77-'92
				Registered stock (1867) Loan.....	814,350	5	Feb. & Aug. '77-'92
				Rhode Island—(\$2,544,000):			
				War Loan bonds, 1862 & 1863.....	1,175,000	5	Various. '82-'83
				War Loan bonds, 1863 and 1864.....	1,369,000	5	Various. '93-'94
				South Carolina—(\$.....):			
				State House Stock (1866-61) gold.....	289,172	5	Jan. & July. '77-'80
				State House bonds (1853-54).....	192,000	5	Jan. & July. '71-'80
				Funding bonds and stock (1866) gold.	238,933	5	Jan. & July. '76-'79
				Blue Ridge R. R. bonds (1864) gold.....	469,000	5	Jan. & July. '76-'79
				Funding bills receivable (1868) gold.....	72,000	5	April & Oct. 1888
				Funded Interest (1868) gold.....	149,000	5	Jan. & July. 1888
				Funded Bank bills (1868) gold.....	242,350	5	Jan. & July. 1888
				Conversion stock and bonds (1869) gold	451,000	5	Jan. & July. 1889
				Land Commission bonds ('69-'79) gold	18,000	5	Jan. & July. '89-'90
				Fire Loan (1888) bonds, stg.....	481,944	5	Jan. & July. 1889
				Fire Loan Stock, 1888, gold.....	181,780	5	Jan. & July. 1889
				Relief (State Treasury) bonds, 1869..	7,000	7	Jan. & July. 1889
				Reduction Public Debt stock 1873.....	241,257	5	Jan. & July. 1883
				Consolidated bonds, 1873.....	4,023,000	5	Jan. & July. 1893
				Consolidated stock, 1873.....	149,254	5	Jan. & July. 1893
				Railroad bond endorsements.....	4,797,608	var	Various. var.
				Tennessee—(\$24,111,300):			
				Funding (new) bonds, 1873, coupon...	4,867,000	5	Jan. & July. 1914
				Funding (new) bonds, 1873, registered..	14,655,000	5	Jan. & July. '76-'90
				Funding (new) bonds, 1873, registered..	292,300	5	Jan. & July. '76-'90
				Texas—(\$4,939,974):			
				Funded (1872) State Debt bonds.....	75,000	5	Various. 1891
				Frontier Defense, 1871, (20-40s), gold..	697,000	7	Mar. & Sept. 1911
				Revenue Deficiency (gold) bonds, 1872.	500,000	7	Jan. & July. 1892
				Funded debt bonds, 1874, (gold).....	1,000,000	7	Jan. & July. 1904
				Veteran Pension (1874) bonds.....	1,353,000	10	Jan. & July. 1894
				Redemption bonds, 1876, gold.....	1,664,000	5	Jan. & July. 1906
				Vermont—(\$137,000):			
				War Loan bonds, 1863.....	137,000	5	June & Dec. 1890
				Virginia—(\$63,072,047):			
				Old bonds (funds fundable), registered..	6,139,260	5	Jan. & July. '80-'95
				Old bonds (funds fundable), coupon.....	2,331,250	5	Jan. & July. 1880
				Old bonds, not required to be refunded.	18,882,900	5	Jan. & July. 1905
				Consol. (comp. receivable for taxes) 1871.	1,641,615	5	Jan. & July. 1905
				Consols (act, 1871) registered.....	2,359,500	5	Jan. & July. 1906
				Consols (act, 1872).....	923,646	5	Jan. & July. 1906
				Interest (sterling) funded (act, 1871)..	212,533	5	Jan. & July. 1906
				Deferred Certificates, (W. Va.).....	15,239,370	...	Contingent. 91
				Interest unpaid to Sept. 30, 1878.....	4,640,960	...	Contingent. 91
				Wisconsin—(\$.....):			
				None on market; all in trust funds...			
				West Virginia (See Virginia.)			

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	940,000	7	Jan. & July.	New York.	1888	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1888	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Receiver's Bonds.....	1,200,000	7	.....	"	....	....	Loan of 1875.....	2,000,000	6	Jan. & July.	"	1895	112
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	100
Alabama Central:							1st Mortgage (Equalization)....	300,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	870,000	8	Apr. and Oct.	"	1881	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	113 1/2	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	Apr. & Oct.	"	1886	108 1/2	Sinking Fund Mortgage.....	202,000	6	Jan. and July.	Boston.	1889	....
3d Mortgage.....	253,000	7	May & Nov.	"	1881	....	Consol. Mortgage for \$2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	....
Albany Loan.....	933,800	6	"	"	1895	....	357,200	6	"	"	"	1895	....
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	"	1906	109 1/2	Boston, Hartford and Erie:						
Alexandria and Fredericksburg:							1st Mortgage (old).....	278,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	59
Allegheny Valley:							1st Mortgage, guar. by Erie.....	5,000,000	7*	"	"	1900	52 1/2
General Mortgage.....	3,987,000	7.3	Jan. & July.	New York.	1896	117	Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	101	Boston and Lowell:						
1st M., R. Ext., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	101	Bonds (Wharf Purchase).....	200,000	6	Apr. and Oct.	Boston.	1879	....
Funding Income (traffic guar.)	5,408,900	7	"	Pittsburg.	1894	44	Bonds of 1872 for \$1,000,000....	999,500	7	"	"	1892	....
American Central:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
1st Mort., guar. by C., B. & Q.	386,000	7	Jan. & July.	New York.	1878	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	106
Androscoogin:							Boston and Maine:						
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Bonds of 1893 (coup. and reg.)..	3,500,500	7	Jan. and July.	Boston.	'93-'94	120
Arkansas Central (narrow gauge):							Boston and New York Air Line:						
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Ama.	1891	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula, Youngstown & Pitts.							Boston and Providence:						
1st Mortgage.....	1,500,000	7*	Apr. & Oct.	New York.	1901	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Brunswick and Albany:						
Atchison and Nebraska:							1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,125,000	7	March & Sept.	Boston.	1908	108	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
Atchison, Topeka and Sa to B:							Buffalo, Bradford and Pittsburg:						
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	115	General Mortgage.....	680,000	7	Jan. & July.	New York.	1896	....
Land Grant Mortgage (gold)....	3,115,500	7*	Apr. & Oct.	Boston.	1900	114	Buffalo, Corry and Pittsburg:						
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
Pottawotomie Land Grant.....	.....	7*	May & Nov.	N. Y. or Bost.	1879	....	Buffalo and Erie:						
Consol. Second Mort. (gold)....	3,500,000	7	Apr. & Oct.	"	1903	129	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
Land Income bonds.....	480,000	8	Jan. & July.	Boston.	....	108	Mort. bonds (" " " ")	300,000	7	March & Sept.	"	1886	....
Atlanta and Charlotte Air Line.							Mort. bonds (" " " ")	2,844,000	7	Apr. and Oct.	"	1898	115
1st Mortgage (registered).....	4,250,000	7	Jan. & July.	New York.	1907	....	Buffalo and Jamestown:						
Atlantic and Great Western:							Mortgage.....	1,000,000	6*	.....	New York.	1902	....
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York and Erie:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage Renewal Bonds..	2,380,000	7	June & Dec.	New York.	1916	116
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	Buffalo, New York & Phila.:						
Atlantic and Gulf:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1896	....
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	2d Mortgage for \$1,000,000....	545,500	10	"	"	1893	....
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	"	1888	....	Burlington, Cedar Rapids & Nor.						
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	90
Atlantic and Lake Erie:							1st Mort. (Minn. & St. Louis)...	150,000	7*	Jan. & July.	"	1911	....
1st Mort. (gold) for \$5,000,000..	.....	7*	Jan. & July.	New York.	1901	....	Burlington and Missouri River:						
Atlantic, Miss. and Ohio (428 m.)							Land and R. R. Mortgage.....	4,638,250	7	Apr. & Oct.	N. Y. & Bost.	1898	114 1/2
1st Mortgage for \$15,000,000....	5,470,000	7*	Apr. & Oct.	New York.	1901	....	Stock (common) Bonds.....	.....	8	Apr. & Oct.	N. Y. & Bost.	1879	....
2d Mort. to State (no int. till '80).	4,000,000	....	.....	"	....	....	Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
Atlantic and Pacific:							Stock (common) Bonds.....	370,500	8	"	"	1889	....
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in Neb.:						
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	1st Mortgage convertible.....	5,077,000	8	Jan. & July.	N. Y. & Bost.	1894	....
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6*	Jan. & July.	"	1888	....	Bonds convertible until 1892...	370,000	8	"	Boston.	1883	....
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	Consolidated Mortgage.....	7,605,400	6	"	Boston.	1913	....
1st Mort. (Central Div.) L. G.	794,000	6*	.....	"	1901	....	Burlington and Southwestern:						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Income Bonds (for funding)....	529,800	6*	"	"	1883	....	Cairo and Fulton (Arkansas):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	167
Atlantic and St. Lawrence:							Cairo and St. Louis (3 ft. gauge):						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	2,500,000	7	Apr. & Oct.	New York.	1901	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	Apr. & Oct.	"	1884	....	Cairo and Vincennes:						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	1st Mortgage, gold.....	3,500,000	7*	Apr. & Oct.	N. Y. & Lond.	1909	....
Portland City Bonds, 1st M., s. f.	787,000	6	"	Portland.	1886	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	7	"	"	1884	....	Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
Baltimore and Ohio:							2d Income, or double track b'ds	1,900,000	6*	Jan. & July.	.....	1891	....
Loan of 1850-'55.....	579,500	6	Jan. & July.	Baltimore.	1880	....	Camden and Amboy:						
Loan of 1853-'58.....	1,710,000	6	Apr. & Oct.	"	1885	108 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	106
Loan of 1855-'60 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	108
Loan of 1870-'95 (stk.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	111 1/2
Loan of 1872-1902 (stk.) S. F.	9,029,852	6*	"	"	1902	....	Sterling Loan, S. F. (\$202,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1874-1910 (stk.) S. F.	9,464,500	6*	May & Nov.	"	1910	....	Camden and Atlantic:						
Baltimore and Potomac:							1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	....
1st Mort. (Tunnel) gold guar....	1,400,000	6*	Jan. & July.	Baltimore.	1911	....	2d Mortgage.....	.....	7	Apr. & Oct.	"	1879	....
1st Mortgage (R. R.) gold guar..	3,000,000	6*	Apr. & Oct.	"	1911	....	Camden and Burlington County:						
Bangor and Piscataquis:							Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
1st Mortgage (Bangor loan).....	600,000	6	Apr. & Oct.	Boston.	1899	....	Canada Southern:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mort. (stk fd) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	93 1/2
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	2d Mort. guar. by W. Jersey R.R.	400,00					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oedar Rapids & Mo. Riv. (C. & N.W.)	\$ 878,000	7	Feb. & Aug.	New York.	1891	110	Chicago, Iowa and Nebraska:	\$ 409,400	7	Jan. & July.	Boston.	1890	....
1st Mortgage, 1st Div. \$10,000 p.m.	682,000	7	" " "	" " "	1894	111	2d Mort. (now 1st) guar. C. & N.W.	211,500	7	Feb. & Aug.	New York.	1892	....
1st Mortgage 2d Div. \$10,000 p. m.	2,400,000	7	May & Nov.	" " "	1916	113	Chicago and Lake Huron:						
Central Branch Union Pacific:							1st Mort. 1st series (Peninsular.)	1,800,000	7	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. (Atch. & Pike's Peak).	1,000,000	6	May & Nov.	New York.	1895	....	1st Mort. 2d series (")	2,000,000	7	" " "	" " "	1900	....
2d Mortgage Govern'm't security.	1,000,000	6	Jan. & July.	" " "	1895	....	1st M. (Port Huron & L. Mich.)	1,800,000	7	" " "	New York.	1899	....
Central of Georgia:							2d Mortgage (Peninsular.)	640,000	7	Feb. and Aug.	" " "	1881	....
General Mort. for \$5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1898	....	Consolidated Mortgage.....	12,000,000	6	" " "	" " "	1908	....
Macon & West. (Atlanta D.) b'ds	117,000	7	April & Oct.	Savannah.	1880	....	Chicago and Milwaukee Railway:						
Central of Iowa:							1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	117
1st Mortgage, gold, \$15,000 p.m.	3,700,000	7	Jan. & July.	New York.	1899	114	Chicago and Mich. Lake Shore:						
2d Mortgage, gold, \$4,000 p. m.	925,000	7	April & Oct.	" " "	1901	60	1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	....
Central of L. I. (Flush. N.C. & C.)							1st Mortgage.....	3,500,000	8	Jan. & July.	" " "	1890	....
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....	1st Mortgage.....	1,350,000	8	May & Nov.	" " "	1891	....
Central of New Jersey:							1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	" " "	1892	....
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	....	Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" " "	1890	110	1st Mort. (La Crosse Division.)	6,800,000	7	Jan. & July.	New York.	1893	112
Newark Branch Bonds.....	600,000	7	Jan. & July.	" " "	1887	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" " "	1903	144
Adjustment Mortgage.....	5,650,000	7	May & Nov.	New York.	1903	100	1st Mort. (Iowa & Dakota Ext.)	1,000,000	7	" " "	" " "	1908	107
Inc. bonds, reg., not cumulative	2,450,000	7	" " "	" " "	1908	89	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	" " "	1897	111
Consol. Mort. for \$25,000,000....	16,000,000	7	J. A. J. & O.	" " "	1899	....	1st Mort. (Minnesota Central.)	190,000	7	" " "	" " "	1894	....
Central Ohio (B. and O.):							1st Mort. (St. Paul Division.)	4,000,000	7	" " "	" " "	1902	112
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110	1st Mort. (Iowa and Dak. Div.)	691,000	7	" " "	" " "	1899	114
Central Pacific of California:							1st Mort. (Prairie du Chien Div.)	3,074,000	8	Feb. & Aug.	" " "	1898	127
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	1905-96	109	2d Mort. (")	1,315,000	7.3	" " "	" " "	1898	113
Convertible 20 years bonds, (gold).	1,483,000	7	" " "	" " "	1883	103	1st Mort. (Hast. and Dak. Div.)	172,000	7	Jan. & July.	" " "	1902	....
State Aid B'ds (Int. by State) gold	1,500,000	7	" " "	Sacramento.	1884	104	1st Mort. (Mil. and Western)...	234,000	7	Jan. & July.	" " "	1891	....
2d Mort. (Governm't Subsidy)	27,855,680	6	" " "	U.S. Treasury.	1905-90	....	2d Mortgage.....	600,000	7	April & Oct.	" " "	1884	....
1st Mort. (Western Pacific) gold	2,735,000	6	" " "	New York.	1899	106	Equipment and Bridge Bonds....	.....	10	June & Dec.	" " "	1883	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6	" " "	" " "	1888-92	103	Consol. Mort. for \$35,000,000....	7,304,000	7	Jan. & July.	" " "	1906	108
1st Mort. (S. Fr. & Okla. & Ala.)	500,000	8	" " "	" " "	1890	....	Chicago and Northwestern:						
1st Mort. (San Joaquin V.D.) gold	6,090,000	6	April & Oct.	" " "	1900	103	Preferred sinking fund (193 m.)	972,200	7	Feb. & Aug.	New York.	1885	107
Land bonds (Cen. Pac. Co.) gold	8,704,000	6	" " "	" " "	1890	105	General 1st Mortgage (193 m.)	3,440,400	7	" " "	" " "	1885	112
Central Vermont:							Funded coupons (193 m.)	675,400	7	May & Nov.	" " "	1883	104
1st Mort., Consol. (Vt. Central.)	3,000,000	7	May & Nov.	Boston.	1886	....	Appleton Ext. (28 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" " "	1885	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	" " "	1891	....	Green Bay Ext. (26m & 76,000 a.)	180,000	7	" " "	" " "	1885	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	" " "	1887	22	1st Mort. (Gal. & Chi. U.) 248 m.	1,688,000	7	" " "	" " "	1906	....
Income and Extension Bonds....	1,008,000	8	May & Nov.	" " "	1902	19	1st Mort. (Menominee River) ..	400,000	6	Jan. & July.	" " "	1884	....
Equipment Mort. (Vt. Central.)	1,000,000	8	" " "	" " "	1889-77	30	Mississippi River Bridge.....	168,000	7	" " "	" " "	1896	....
Equipment Mort. (")	1,000,000	8	" " "	" " "	1889	30	1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" " "	1915	122
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	" " "	1891	....	Consol. skg fund (C. & N.W. R'y)	5,198,000	7	F. M. A. & N.	" " "	1902	116
Missisquoi R.R. (")	500,000	7	" " "	" " "	1891	....	General Consol. Gold Bonds...	12,348,000	7	June & Dec.	" " "	1911	....
Cent. Vt. (Vt. & Can. Mort.) b'ds	3,000,000	6	March & Sept.	" " "	1904	....	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	" " "	1911	....
Charleston and Savannah:							1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	" " "	1898	....
1st Mortgage guar. by State....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Chic. & Mil. R.W.) guar	1,700,000	7	Jan. & July.	" " "	1888	....
Funded Interest on 1st Mort....	157,400	7	" " "	" " "	1889	....	1st Mort. (Bel. & Mad. R.R.) guar.	247,000	7	" " "	" " "	1888	....
Charlotte, Columbia & Augusta:							Chicago and Paducah (C. B. & Q.):						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	....	1st Mortgage \$28,000 p. m. gold..	2,304,000	7	Jan. & July.	Boston.	1908	....
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	....	Chl., Pekin & Southw'n (C.B. & Q.)						
Charters:							1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago, Rock Island and Pacific:						
Oberon and Darlington:							1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Branch Bonds Sinking Fund....	916,000	6	Feb. & Aug.	" " "	1896	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" " "	1888	....	New Mort. bonds for \$12,500,000	8,920,000	6	Jan. & July.	" " "	1917	116
Cherry Valley, Sharon and Alb.:							Chl. & Southw'n (C. B. & P.)						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mort. gold, tax free, guar....	5,000,000	7	May & Nov.	New York.	1899	....
Chesapeake and Ohio:							1st Mortgage gold (Atchison Br.)	1,000,000	7	June & Dec.	" " "	1901	....
1st Mort. gold "B".....	15,000,000	6	May & Nov.	New York.	1908	67	Chicago and Superior:						
2d Mortgage.....	10,000,000	6	Jan. & July.	" " "	1918	....	1st Mortgage (Mad. & Portage) g'd	600,000	7	April & Oct.	New York.	1900	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" " "	" " "	1880	....	Chillicothe and Brunswick:						
2d Mort. (") coupon.....	918,000	6	" " "	" " "	1884	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Income (") coupon.....	300,000	8	" " "	" " "	1876	....	Cincinnati, and Baltimore:						
Funded Interest, coupon.....	160,500	8	" " "	" " "	1877	....	1st Mort., guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Onehire:							Cincinnati, Hamilton and Dayton:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	180-96	103	1st Mortgage of 1863.....	1,245,000	7	May & Nov.	New York.	1880	....
Chester Creek (Phil. & Balt. Cent.):							2d Mortgage of 1865.....	494,000	7	Jan. & July.	" " "	1885	....
1st Mort., guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	Consol. S. F. M. for \$3,000,000..	996,000	7	April & Oct.	" " "	1906	....
Chester and Tamaroa:							Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mortgage.....	660,000	7	May & Nov.	New York.	1901	....	1st Mort., guar. for \$2,500,000...	2,500,000	7	Jan. and July.	New York.	1908	....
Chicago and Alton:							Cincinnati, Lafayette and Chi.: ..						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	110	1st Mortgage.....	1,120,000	7	March & Sept.	New York.	1901	92
2d Mortgage Income.....	1,100,000	7	April & Oct.	" " "	1883	....	Consolidated Mortgage.....	471,000	7	June & Dec.	" " "	1914	....
Consol. Bonds (\$200 stg. each).	4,379,850	6	Jan. & July.	London.	1903	....	Cincinnati and Martinsville:						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	112	1st Mort., guar. by I. C. & Ia. F.	400,000	7	Feb. & Aug.	New York.	1906	....
2d Mort. (")	188,000	7	Jan. & July.	" " "	1896	....	Cincinnati & Muskingum Valley:						
1st Mort. (Louisiana and Mo.)	1,864,000	7	Feb. & Aug.	" " "	1900	108	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati, Richmond & Chicago:						
Trust Mortgage skg fund.....	2,570,000	8	Jan. & July.	New York.	1883	113	1st Mortgage guar. by C. H. & D.	500,000	7	Jan. and July.	New York.	1896	....
Trust Mortgage skg fund conv.	150,000	8	" " "	" " "	1883	....	2d Mortgage.....	65,000	7	" " "	" " "	1899	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	" " "	1890	....	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	118	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.	1921	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	108	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	108
4th (now 3d) Mortgage guar.	1,096,000	6	" "	" "	1892	108	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	" "	1906	118	1st Mortgage for \$22,000 p.m.	1,061,000	8	Jan. & July.	New York.	1891	108
Clev., Painesville & Ashtabula:							2d Mortgage	500,000	7	May and Nov.	" "	1894	108
Regist'd b'ds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	103	Detroit, Hillsdale and Indiana:						
3d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	103	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1907	108
Cleveland and Toledo:							2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	" "	1891	108
1st Mort., a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	108	Detroit, Lansing and Northern:						
2d Mortgage (")	849,000	7	April & Oct.	" "	1886	118	1st Mortgage	2,265,000	7	Jan. & July.	Boston.	1907	111
Colebrookdale:							1st Mort. (Ionia and Lansing)	770,000	8	" "	New York.	1889	108
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	108	2d Mort. (")	81,000	8	May & Nov.	" "	1890	108
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (St. W. of Ca.):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	108	1st Mortgage (D. & M.R.R.)	2,500,000	7	May & Nov.	New York.	1875	108
Columbus, Chicago & Ind. Cent.:							2d Mortgage (")	1,000,000	8	" "	" "	1878	108
1st Mortgage Consol. skg fund.	10,428,000	7	April & Oct.	New York.	1908	94	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1876	108
2d Mortgage skg fund.	3,692,000	7	Feb. & Aug.	" "	1909	52	2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	108
Income convertible	3,947,000	7	" "	" "	1890	47	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1878	108
1st Mort. (Chic. and St. Eastern)	451,000	7	April & Oct.	" "	1893-96	108	2d Mort. (")	100,000	7	Jan. & July.	" "	1878	108
2d Mort. (")	341,400	7	Jan. & July.	" "	1890	108	3d Mort. (")	250,000	8	Feb. & Aug.	" "	1886	108
1st Mort. (Cin. and Chl. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	108	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	" "	1886	108
1st M., a.f. (")	23,650	7	May & Nov.	" "	1896	108	Bonds of June 30, 1866	1,702,317	6	Jan. & July.	" "	1886	108
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	108	Detroit, Mon. & Tol. (L.S. & M.S.):						
2d Mort. (")	821,000	10	May & Nov.	" "	1904	108	1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1906	112
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	" "	1883	108	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central)	666,500	7	" "	" "	1882	108	1st Mort. guar. by C. B. and Q.	545,506	8	Jan. & July.	New York.	1889	108
1st Mort. (Tol. Logansport & Bur.)	531,000	7	Feb. & Aug.	" "	1884	108	Dubuque and Sioux City:						
Income (")	74,024	7	" "	" "	1906	108	1st Mortgage 1st div.	290,000	7	Jan. & July.	New York.	1883	108
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1906	108	1st Mortgage 2d division	586,000	7	" "	" "	1894	108
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	108	1st Mortgage	450,000	7	April & Oct.	New York.	1883	108
Columbus and Hocking Valley:							1st Mortgage, preferred	75,500	7	Jan. & July.	" "	1883	108
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	108	Dunkirk, Allegheny Val. & Pittsb.:						
1st M. on Branch (& 2d on main)	300,000	7	Jan. & July.	" "	1880	108	1st Mortgage (gold)	1,200,000	7	June & Dec.	New York.	1900	108
General Mortgage	634,000	7	" "	" "	1892	108	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	108
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	108	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama	400,000	8	Jan. & July.	" "	1890	108
New Mortgage for \$1,500,000	1,263,500	7	April & Oct.	Boston.	1893	110	East Brandywine & Waynesboro:						
Coupon Notes	123,000	7	June & Dec.	" "	1889	108	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1886	108
1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	" "	1889	108	East Pennsylvania (Ph. & Rdg.):						
Connecticut River:							1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	108
1st Mortgage skg fund.	1,000,000	6	March & Sept.	Boston.	1878	108	East Tennessee, Virginia & Ga.:						
Connecticut Valley:							1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	105
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	108	2d Mortgage	190,000	4	" "	" "	1892-97	108
Connecticut Western:							Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	108
1st Mortgage tax free	3,500,000	7	Jan. & July.	N. Y. & Bos.	1900	108	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	108
Connecting (Philadelphia):							Company Bonds (E.T. & Ga., old)	635,000	6	" "	" "	1890-96	108
1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.23.4	109	Company Bonds (" new)	136,400	6	" "	" "	1876	108
Cooperstown and Susq. Valley:							Eastern (Mass.):						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	108	1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	94
Cowanesque Valley:							Loan of 1867	7	" "	" "	1897	108	
1st Mortgage, gold	95,000	7	Jan. & July.	New York.	1902	108	Loan of 1868	7	" "	" "	188-89	108	
2d Mortgage	160,000	7	May & Nov.	" "	1882	108	Loan of 1869	7	May & Nov.	" "	1889	108	
Cumberland & Penn. (Consol. Coal.):							Ten year coupon notes	7	" "	" "	1892	108	
1st Mortgage	803,500	6	March & Sept.	New York.	1891	108	Ten year coupon notes	7	" "	" "	1893-94	108	
2d Mortgage, sinking fund	648,000	6	May & Nov.	" "	1888	108	Sinking Fund Bonds	7	May & Nov.	" "	1894	108	
Cumberland Valley:							Sterling Sink. Fd. Bonds	3,149,500	6	March & Sept.	London.	1893	108
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	108	Certif. of Indebt. Sept. 1, 1876	13,275,000	4	" "	Boston.	1906	89
2d Mortgage	109,500	8	" "	" "	1908	108	Eastern Shore (Md.):						
Plain bonds	81,800	6	" "	" "	1884	108	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1886	108
Danbury and Norwalk:							2d Mortgage	200,000	6	April & Oct.	" "	1896	108
Mortgage Bonds of 1860	100,000	7	Jan. & July.	New York.	1880	108	Elizabethtown and Paducah:						
Mortgage Bonds of 1870	200,000	7	" "	" "	1890	108	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	108
Mortgage Bonds of 1872	200,000	7	" "	" "	1892	108	Elmira and Williamsport (N. Cen.):						
Danv., Hazleton & Wilkesbarre:							1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	109
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	108	Income Mortgage guaranteed	570,000	5	April & Oct.	" "	2892	86
2d Mortgage	300,000	7	" "	" "	1886	108	Erie Railway:						
Danv., Urb., Bloom'gton & Pekin:							1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	121
1st Mortgage	2,000,000	7	April & Oct.	New York.	1900	108	2d Mortgage	2,174,000	5	March & Sept.	" "	1919	106
Davenport and St. Paul:							3d Mortgage	4,852,000	7	" "	" "	1883	108
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	108	4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1890	104
Dayton and Michigan (O.H. & D.):							5th Mortgage convertible	709,500	7	June and Dec.	" "	1888	112
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	108	Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	108
2d Mortgage, guar.	426,000	7	March & Sept.	" "	1884	108	Long Dock Mortgage	3,000,000	7	June and Dec.	" "	1893	116
3d Mortgage, guar.	351,000	7	April & Oct.	" "	1888	108	1st Consol. Mortgage gold	16,666,000	7	March & Sept.	NY & London.	1920	118
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	1886-94	108	1st Consol. Mort. Coup. Bonds	3,688,000	7	" "	" "	1920	89
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	108	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	108
2d Mortgage	135,000	7	June & Dec.	" "	1879	108	2d Mortgage	92,800	7	April & Oct.	" "	1890	108
Income Bonds	252,445	6	" "	" "	1879	108	Consolidated Mortgage	2,192,000	7	Jan. & July.	" "	1897	105
Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	" "	1890	108
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	108	European & N. American (Me.):						
1st Mortgage (")	495,000	6	Jan. & July.	" "	1906	108	Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	108
Decatur, Sullivan and Mattoon:							1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6	March & Sept.	New York.	1890	108
1st Mortgage	500,000	8	March & Sept.	New York.	1901	108	Evansville and Crawfordsville:	</					

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,900,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia	1890	112
Flushing, North Shore and Cent.:							2d Mortgage.....	287,500	7*	Feb. & Aug.	"	1895	109
1st Mort. (Flushing and N. Side.)	800,000	7	May & Nov.	New York.	1889	....	Consolidated Mortgage.....	1,383,000	7	April & Oct.	"	1895	67
2d Mort. (")	400,000	7	"	"	1900	....	Illinois Central:						
1st Mort. (Central of L. I.).....	1,000,000	7	Mar. & Sept.	"	1902	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (Cent. R. R. Exten.)....	200,000	7	May and Nov.	"	1903	....	Sterling Bonds, \$500,000....	2,500,000	6*	"	London.	1895	....
1st Mort. (North Shore).....	149,000	7	Feb. & Aug.	"	1885	....	Sterling Bonds, Sinking Fund....	4,393,000	5*	"	"	1903	....
1st Mort. (Whitestone & W.)....	93,000	7	Jan. & July.	"	1893	....	Sterling Bonds, \$200,000....	1,000,000	5*	June & Dec.	"	1905	....
1st Mort. (N. Y. & Flushing)....	25,000	7	Mar. & Sept.	"	1880	....	Illinois Grand Trunk (C. B. & Q.):						
Fonda, Johnston & Gloversville:							1st Mortgage, guaranteed.....	900,500	8	April & Oct.	Boston.	1890	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana and Illinois Central:						
Fort Wayne, Jackson & Saginaw:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	Indiana North and South:						
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Fort Wayne, Muncie & Cin.:							Indianapolis, Bloomington & West:						
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	75
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mortgage Extension gold....	5,510,000	7*	Jan. & July.	"	1912	....
Framingham and Lowell:							2d Mortgage.....	1,500,000	8	"	"	1890	62
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	75	Indianapolis and Madison:						
2d Mortgage.....	100,000	8	"	"	1883	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Frederick and Pennsylvania Line:							Indianapolis & Vincennes:						
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
Fremont, Wabash & Mo. (S.C. & P.):							2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....
1st Mortgage.....	690,000	7	April & Oct.	"	1901	....	International and Gt. Northern:						
Galena & Ohio Union (C. & N. W.):							1st Mortgage a. l. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	104	Convertible B'ds (")	1,473,000	8	Feb. & Aug.	"	1892	....
Galv., Harrisburg & San Antonio:							1st Mortgage (Hous. & Gt. N. R.)	4,211,000	7*	Jan. & July.	"	1900	....
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bos.	1910	....	Convert. B'ds (")	1,677,000	8	Feb. & Aug.	"	1892	....
Galveston, Houston & Henderson:							Indianapolis, Cin. and Lafayette:						
1st Mortgage.....	1,498,000	7*	Jan. & July.	New York.	1890	85	1st Mortgage of 1887.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
Geneva, Ithaca and Athens:							1st Mortgage of 1889.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	499,100	7	March & Sept.	"	'78-'83	....
Georgia (and Banking):							Equipment Bonds, registered....	376,000	10	"	"	1883	62
Company bonds (debentures)....	530,000	7	Jan. & July.	Augusta	'75-'90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
Illman, Clinton & Springfield:							1st Mort. (Cin. & Indiana)....	499,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mort. (") guar.	1,497,000	7	Jan. & July.	"	'77-'82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	Indianapolis and St. Louis:						
Coshen and Deckertown (Erie):							1st Mortgage.....						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....						
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	Equipment & Mortgage.....	378,000	10	Jan. & July.	"	1900	....
Grand River Valley (Mich. C.):							Ionia and Lake & D. L. & L. M.):						
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	106	1st Mortgage.....	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	....	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Grand Trunk (Ca.):							Iowa Falls and Sioux City:						
Equipment Bonds \$500,000....	2,500,000	6*	April & Oct.	London.	1877	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	106
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Midland (C. & N. W.):						
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	..	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	1:2
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	Ironton (Penna.):						
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
3d Preference Bonds \$7,183,910	35,819,550	4*	"	"	"	....	Ithaca and Athens (Penn.):						
Provincial Debenture \$2,111,500	16,567,500	.....		Ottawa.	....	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	....
Great Western of Canada:							Jackson, Lansing & Saginaw (MO):						
Mortgage Bonds \$127,000.....	635,000	6	Jan. & July.	London.	1878	....	1st Mortgage guar.....	1,277,000	8	Jan. & July.	New York.	1885	110
Mortgage Bonds \$547,000.....	2,735,000	5	April & Oct.	"	'77-'78	....	1st Mort. (Northern Ext.) guar.	637,000	8	May & Nov.	"	1890	107
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	2,601,000	8	March & Sept.	"	1891	106
Debenture Bonds \$1,743,160....	8,715,900	5	Jan. & July.	"	Perp.	....	Jacksonville, North West & S. East:						
Great Western Railway of 1850:							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	111	Jacksonville, Pensac. and Mobile:						
2d Mort., " " " " " "	2,500,000	7	May & Nov.	"	1893	102	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
Green Bay and Minnesota:							2d Mortgage.....	3,000,000	8	"	"	1899	....
1st Mortgage.....	3,200,000	7*	Feb. & Aug.	"	1900	....	Jamestown & Frank. (L.S. & M. So.):						
Greenville and Columbia:							1st Mortgage guaranteed.....	433,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,428,548	7	Jan. & July.	Columbia.	'81-'86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	376,798	7	"	"	'81-'86	....	Jefferson (Erie):						
Greenwich and Johnsonville:							1st Mort. (Hawley Section)....	204,000	7	Jan. & July.	New York.	1887	....
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. (")	84,000	7	"	"	1889	....
Gulf, Western Texas and Pacific:							1st Mort. (Carbondale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	"	1902	....	Jeffersonville, Madison & Indian:						
Hannibal and Naples (T. W. & W.):							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
Hannibal & Cent. Mo. (T. W. & W.):							Jersey City and Albany:						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	106	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage (Ridgely Park)....	300,000	7	May & Nov.	"	1912	....
Hannibal and St. Joseph:							Joliet and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'87-'94	....	1st Mortgage skg fund guar....	336,000	8	Jan. & July.	New York.	1882	....
Missouri State Loan.....	1,500,000	6	"	"	'87-'88	....	Junction, Philadelphia:						
Fifteen years' bonds (277 m.)....	4,000,000	8	March & Sept.	"	1885	110	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
1st Mort. (Q. & Palm R.R. 15 m.)	800,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	....
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	....	Junction and Breakwater:						
General Land Mortgage (277 m.)	681,900	7	"	"	1888	....	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
Harlem Extension:							Kalamazoo, Allegan & Gr. Rapids:						
1st Mortgage.....	4,000,000	7											

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6%	Feb. & Aug.	N. Y. & St. Lo.	1896	119	Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (2d Div. 253.94 m.) gold.	4,063,000	6%	June & Dec.	"	1896	116 1/2	1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000m.)	6,411,000	7%	May & Nov.	N. Y. L. & F.	1899	107 1/2	New Mort. (L., Cin. & L. R.W.)	278,800	7	April & Oct.	"	1907	....
1st Mort. (1,000,000 acres.)	.....	7%	March & Sept.	N. Y. & St. Lo.	1896	117 1/2	Louisville and Nashville:						
1st Mort. (2,000,000 acres) gold.	1,722,250	7%	Jan. & July.	N. Y. L. & F.	1880	107	Ten Year Mortgage Gold bonds	2,000,000	7 1/2	May & Nov.	New York.	1883	10 1/2
2d Mort. (") gold.	1,500,000	7%	March & Sept.	"	1896	111 1/2	Mort. main office lot & building	60,000	7	"	Louisville.	1883	....
1st Mort. (Leavenworth Branch)	600,000	7%	May & Nov.	N. Y. & St. Lo.	1896	100	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	'80-'85	....
2d Mort. (Gov't Subsidy)	6,303,000	6%	Jan. & July.	U. S. Treas.	'95-'97		1st Mort. (Memphis and Ohio)	3,800,000	7	June & Dec.	New York.	1901	....
3d Mortgage (Income)	4,275,350	7%	March & Sept.	N. Y. L. & F.	1916	71	1st Mort. (Momp. & Clarksv. Br.)	2,370,770	6 1/2	Feb. & Aug.	"	1902	....
Kent County (Del.)							1st Mort. (Cecilian Branch)	1,000,000	7	Mar. & Sept.	"	1907	10 1/2
1st Mortgage for \$600,000	400,000	6%	Jan. & July.	Philadelphia.	1880	....	Consol. M. for \$5,000,000 (392 m.)	7,070,000	7	April & Oct.	"	1898	1 1/2
Kentucky Central:							Louisville Loan	850,000	6	"	"	'86-'87	....
2d Mort. (Cov'gton & Lexington)	844,000	7%	March & Sept.	New York.	1883	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	....
3d Mortgage	237,000	7%	June & Dec.	"	1885	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1895	00
Keokuk and Des Moines:							Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage	1,947,000	7%	April & Oct.	New York.	1904	56	1st Mortgage gold, \$25,000 p. m.	2,875,000	7 1/2	Jan. & July.	New York.	1892	....
Funded Interest	254,300	8%	"	"	1884	....	Macon and Augusta:						
Keokuk and St. Paul (C.B. & Q.)							1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage traffic guar.	317,000	8%	April & Oct.	Boston.	1879	100 1/2	1st Mortgage not endorsed.	100,000	7	"	"	1887	....
La Crosse, Trempealeau & Prescott:							Construct. Mort. end. by Ga.R.R.	370,000	7	"	"	1879	....
1st Mort. assumed by C. & N.W.	1,000,000	10%	April & Oct.	New York.	1878	....	Macon and Brunswick.						
LaF., Blooming. & Miss. (T.W. & W.)							1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold guar.	1,300,000	7 1/2	Feb. & Aug.	New York.	1891	....	1st Mort. " "	600,000	7	May & Nov.	"	1900	....
LaF., Muncie & Bloom. (T.W. & W.)							2d Mortgage	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage gold guar.	1,500,000	7 1/2	Feb. & Aug.	New York.	1901	....	Equipment Mortgage	160,000	7	"	"	1879	....
Lake Erie and Louisville:							Madison and Portage:						
1st Mortgage	1,092,000	7%	April & Oct.	New York.	1892	....	1st Mort., guar. by Chl. and Sup.	600,000	7 1/2	April & Oct.	New York.	1890	....
2d Mortgage	590,000	7%	Jan. & July.	"	1903	....	Meshoning Coal:						
Lake Ontario Shore:							1st Mortgage	1,450,000	7	Jan. & July.	New York.	1902	....
1st Mortgage (\$20,000 pr. m.)	1,438,200	7 1/2	Jan. & July.	New York.	1897	....	Maine Central:						
Lake Shore & Michigan South'n.							Consolidated Mortgage	2,795,500	7	April & Oct.	Boston.	1912	110 1/2
Sinking Fund Mortgage	.....	7%	April & Oct.	New York.	1879	....	\$1,100,000 Loan, tax free.	756,980	8	Jan. & July.	"	1898	91
Consol. Mort., S.F., Reg'd	7,925,000	7%	Jan. A. J. & O.	"	1900	121	Extension (gold) Loan.	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S.F., Corp'd.	3,234,000	7%	Jan. & July.	"	1900	120 1/2	1st Mort. (Belfast & Moosehead)	150,000	5 1/2	May & Nov.	Belfast & Bos.	1890	....
2d Consol. Mort. for \$25,000,000.	9,208,000	7%	June & Dec.	"	1903	115 1/2	\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Jan. and July.	Boston.	'90-'91	98
Bonds of 1892 (Reg. & Coupon)	3,234,000	7%	April & Oct.	"	1882	....	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1886	93 1/2
Lake Shore Dividend Bonds.	1,393,000	7%	"	"	1899	118	Consol. (Port. & Kennebec) Loan	1,166,700	6	"	Boston.	1896	93 1/2
Reg. Mort. (Clev., Paln. & Ash.)	1,000,000	7%	Jan. & July.	"	1880	....	2d Mort. (Bosmeret & Kennebec)	290,000	6	June & Dec.	"	1878	....
3d Mort. (")	1,000,000	7%	April & Oct.	"	1892	....	1st Mort. (Leeds & Farmington)	633,000	6	Jan. & July.	"	1901	....
1st Mort. (Mich. S. & Nor. Ind.)	5,265,000	7%	May & Nov.	"	1885	....	Bath (Androscoegin) Loan	420,000	6	"	"	1891	....
2d Mort. ( " )	.....	7%	"	"	1877	....	Mansfield & Framing. (H.O. & F.)						
1st Mort. (Cleveland & Toledo)	1,595,000	7%	Jan. & July.	"	1885	....	1st Mortgage, guaranteed.	300,000	7	Jan. & July.	Boston.	1880	86
2d Mort. (")	819,000	7%	April & Oct.	"	1885	....	Marietta and Cincinnati:						
Mort. Bonds (Buffalo and Erie)	200,000	7%	Jan. & July.	"	1882	....	1st Mortgage, Sterling	1,050,000	7 1/2	Feb. & Aug.	London.	1891	97 1/2
Mort. Bonds (")	800,000	7%	March & Sept.	"	1886	....	2d Mortgage Dollar	2,450,000	7	"	Baltimore.	1891	110 1/2
Mort. Bonds (")	2,844,000	7%	April & Oct.	"	1893	....	3d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	83 1/2
1st M. (Detrit, Monroe & Toledo)	924,000	7%	Feb. & Aug.	"	1908	....	4th Mortgage	3,900,000	8	Jan. & July.	"	1900	53
1st M. (Kalam. & White Pigeon)	400,000	7%	Jan. & July.	"	1896	....	1st Mort. (Scioto & Hock. Val.)	4,000,000	8	April & Oct.	"	1905	....
1st M. (School. & Three Rivers)	100,000	8%	"	"	1887	....	Marietta, Pittsburg & Cleveland:	300,000	7	May & Nov.	"	1888	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8%	"	"	1887	....	1st Mortgage gold.	1,500,000	7 1/2	Feb & Aug.	New York.	1895	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8%	"	"	1888	....	Marquette, Houghton & Ontonagon:						
1st M. (Jamestown & Franklin)	422,000	7%	"	"	var	....	1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	New York.	1892	112 1/2
2d M. (")	500,000	7%	June & Dec.	"	1894	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Lake Shore & Tuscarawas Valley:							Consolidated Mortgage	1,454,000	8-10	Various.	"	'92-'03	....
1st Mortgage gold.	2,000,000	7 1/2	April & Oct.	Cleveland, O.	1901	....	Massachusetts Valley (C. & P. R.):						
2d Mortgage, for \$1,000,000	698,000	7%	"	"	1892	....	1st Mortgage guaranteed.	400,000	6 1/2	Jan. & July.	Boston.	1889	90
Elyria and Black Riv. b'ds as'd	180,000	7%	May & Nov.	"	1892	....	Maryland and Delaware:						
Lake Superior & Mississippi:							1st Mortgage	850,000	6	May & Nov.	Boston.	1885	....
1st Mort. skg fund gold tax free.	4,500,000	7 1/2	Jan. & July.	N.Y.-Bost.-Ph.	1896	20 1/2	2d Mortgage	160,000	6	June & Dec.	"	1889	....
2d Mort. gold tax free and conv.	3,200,000	7 1/2	April & Oct.	"	1900	....	Massillon & Cleve. (C.M.V. & D.)						
Income Bonds.	3,200,000	10%	"	"	1902	....	1st Mortgage guaranteed, gold.	100,000	7 1/2	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chl.):							Maysville and Lexington:						
1st Mortgage, guaranteed.	355,000	7%	Feb. & Aug.	New York.	1895	....	1st Mortgage	500,000	7 1/2	Jan. & July.	New York.	1890	....
Leavenworth, Atch. & N. West'n:							Memphis and Charleston:						
1st Mort. guar. by Pac. of Mo.	500,000	7%	April & Oct.	New York.	1899	....	1st Mortgage, Convertible.	1,293,000	7	March & Sept.	New York.	1880	100
Leaven, Lawrence & Galveston:							2d Mortgage	1,000,000	7	Jan. & July.	"	1885	92
1st Mort. skg fund conv. gold.	5,000,000	10%	Jan. & July.	N. Y. & Bost.	1899	42 1/2	Tennessee State Loan.	1,814,142	6	"	"	'73-'74	....
1st Mort. (K. C. & San. Fe) guar.	720,000	10%	May & Nov.	Boston.	1890	....	Income Bonds	600,000	10	March & Sept.	"	"	....
1st Mort. (Southern Kan.) guar.	160,000	8%	June & Dec.	"	1891	....	Memphis and Little Rock:						
Lehigh and Lackawanna:							1st Mortgage (Land Grant)	1,300,000	8	May & Nov.	New York.	1890	....
1st Mortgage tax free	300,000	7%	Feb. & Aug.	Philadelphia.	1897	....	2d Mortgage	1,000,000	8	"	"	....
Lehigh Valley:							Metropolitan Elevated:						
1st Mortgage (new loan)	6,000,000	6%	June & Dec.	Philadelphia.	1888	118	1st Mortgage 1 or 2.	3,500,000	6 1/2	Jan. & July.	New York.	1905	10 1/2
1st Mortgage (") reg.	6,000,000	6%	"	"	1893	115	Michigan Air Line (Mich. Cent.)						
2d Mortgage for \$6,000,000.	6,000,000	7%	March & Sept.	"	1910	125	1st Mort. (South Bend Div.) ass'd	200,000	8	May and Nov.	New York.	1890	100 1/2
General Mort. for \$40,000,000.	13,804,000	6 1/2	June & Dec.	"	1923	110 1/2	Michigan Central:						
General Mort., registered	13,804,000	6 1/2	"	"	1922	110 1/2	1st Mortgage, convertible.	556,000	8	April & Oct.	Boston.	1883	....
Lewish, Centre & Spruce C. (Pa. E.)							1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	108 1/2
1st Mortgage	1,545,000	7%	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	120
Lexington & St. Louis (A. & P.):							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	108
1st Mortgage gold	900,000	6 1/2	June & Dec.	New York.	1899	....	Equipment Bonds for \$900,000.	556,000	8	Apr. and Oct.	N. Y. & Bos.	1883	....
Little Miami:							Michigan Lake Shore:						
1st Mortgage	1,490,000	6%	Jan. & Nov.	New York.	1883	97 1/2	1st Mortgage	800,000	8	Jan. & July.	New York.	1880	....
Street Connection Bonds	525,000	6%	Jan. & July.	Cincinnati.	1894	....	Mich. So. and North'n Indiana:						
Cincinnati Loan	100,000	6%	May & Nov.	"	1880	....	1st Mort. assum'd by L.S. & M.S.	6,254,000	7	May & Nov.	New York.	1885	110
Little Rock and Fort Smith:							Middletown, Unionv. & W. Gap:						
1st Mortgage gold.	3,500,000	6 1/2	Jan. & July.	N. Y. & Bost.	1900	82	1st Mortgage tax free	400,000	7	May & Nov.	New York.	1886	....
Land Grant sinking fund.	2,000,000	7%	"	"	1905	90 1/2	Midland of Canada:						
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage sterling £335,000.	1,675,000	6 1/2	May & Nov.	London	1896	....
1st Mortgage	750,000	7%	Apr. and Oct.	New York.	1900	....	Midland Pacific:						
Little Schuylkill (Phila. & Rdg.):							1st Mortgage gold, tax free.	1,100,000	7 1/2	Feb. & Aug.	New York.	1899	....
1st Mortgage, Skg. Fd.	759,500	7%	Apr. and Oct.	Philadelphia.	1877	101	Miffin and Centre Co. (Pa.):						
Logansport, Crawf. & S'wain Ind.							1st Mortgage	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
1st Mortgage gold.	1,500,000	8 1/2	F. M. A. & N.	New York.	1900	....	Milwaukee and St. Paul—						
Long Island:							See Chicago, Mil. & St. Paul						
1st Mortgage	500,000	6%	Jan. & July.	New York.	1875	....	Milwaukee, Lake Sh. & Western:						
1st Mortgage (Extension)	175,000	7%	Feb. & Aug.	Philadelphia.	1880	....	1st Mortgage	750,000	7	June & Dec.	New York.	1895	....
1st Mortgage (Glen Cove Br.)	150,000	6%	May & Nov.	"	1893	....	Milwaukee and Northern						
General Mortgage	755,000	7%	"	New York.	1899	110	1st Mortgage	2,134,000	8	June & Dec.	New York.	1901	....
Louisiana & Mo. Riv. (Ch. & Al.)							Mineral Point:						
1st Mortgage	1,854,000	7%	Feb. & Aug.	New York.	1900	110	1st Mortgage	220,000	10	Jan. & July.	Detrit	1890	....
Louisville, Paducah & E. W.:							Minneapolis & Duluth (L.S. & M.)						
1st Mortgage	3,000,000	8%	March & Sept.	New York.	1890	....	1st Mortgage gold, guaranteed.	400,000	10 1/2	Apr. and Oct			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (B., O. R. & N.Y.)	\$ 150,000	7*	Jan. & July.	New York.	1911	99	N.O. Jack. & Gt. N. (N.O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	99	2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890	....
Minnesota Valley, C. & N.W.):	150,000	7	April & Oct.	New York.	1908	....	New Orleans, Mobile and Texas:	4,000,000	7*	Jan. & July.	N.Y. & Lond.	1915	....
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	1912	....	1st Mort. (Mobile to N. Orleans)	7,250,000	8	"	New York.	1915	....
Mississippi Cent. (N.O. St. L. & Chy.)	2,000,000	8	Feb. & Aug.	"	1888	....	2d Mort. (N. Orleans to Texas)	2,825,000	8	"	"	1915	....
2d Mortgage.....	3,708,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	6,250,000	7*	Feb. & Aug.	N.Y. or Lond.	1889	....
General Mort. for \$3,000,000 gold	2,040,000	7*	Jan. & July.	"	1900	....	New York, Boston and Montreal:	4,000,000	6*	May & Nov.	London.	1904	....
Mississippi, Ouachita & Red Riv.	1,000,000	8	April & Oct.	Memphis.	1902	....	1st Mortgage for \$12,250,000.....	6,032,900	6	May & Nov.	New York.	1883	106
1st Mortgage gold.....	1,100,000	8	Jan. & July.	"	1902	....	New York & Canada (D. & H.C.):	74,500	6	May & Nov.	"	1883	104
Mississippi and Tennessee:	800,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. for \$200,000, guar.....	162,000	6	"	"	1883	105
1st Mortgage, Series A.....	2,500,000	7	June & Dec.	"	1910	....	New York Central & Hudson R.:	2,391,300	7	June & Dec.	"	1887	109
2d Mortgage, Series B.....	2,000,000	7*	Jan. & July.	"	1910	....	Debt Certificates (N. Y. Cent.)	1,794,000	7	April & Oct.	"	1891	110
Mississippi Valley and Western:	1,000,000	7	Jan. & July.	"	1902	....	Bonds for R. & N. F. stk (")	1,950,000	7	Jan. & July.	"	1903	123
1st Mortgage \$20,000 p. m.....	2,000,000	7*	June & Dec.	"	1910	....	Bonds for R. R. Stocks (")	10,500,000	7	May & Nov.	"	1900	125
Missouri, Iowa and Nebraska:	2,616,000	6*	Jan. & July.	New York.	1899	....	Bonds for Real Estate (")	2,425,000	6*	"	London.	1903	....
1st Mortgage gold, sinking fund.	349,000	7*	June & Dec.	"	1903	....	Bonds of 1854 renewed (")	107,704	7	Jan. & July.	New York.	1881	....
1st Mort. (U. Pac. S. Br.) skg fund	10,418,000	7*	Feb. & Aug.	"	1904	105	Bonds of 1871, tax free.....	10,500,000	7	May & Nov.	"	1900	125
1st Mort. (Tebco & Neesho) S.F.	2,500,000	7	"	"	1905	....	Consol. Mort. of 1872, reg... }	8,500,000	7	Jan. & July.	New York.	1906	110
Consol. Land Grant, skg fd gold	1,182,000	7	"	"	1906	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
First Additional Consol. Mort.	900,000	7	"	"	1906	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
Second Add. Consol. Mort.	5,000,000	10	Jan. & July.	New York.	1889	86	New York, N. Haven & Hartford:	2,000,000	7	"	New York.	1903	....
Third Additional Consol. Mort.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	1st Mort. (Hartford & Portchester)	1,077,000	7	March & Sept.	Boston.	1884	....
Missouri River, Ft. Scott & Gulf:	377,500	7	Jan. & July.	Savannah.	1876	....	New York and New England:	4,708,000	7	Jan. & July.	"	1905	113
1st Mortgage.....	300,000	8	"	New York.	1889	....	1st mortgage, old.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	83,500	8	"	Savannah.	1887	....	1st mortgage, new.....	2,500,000	7	May & Nov.	"	1895	....
Mobile and Girard:	2,434,000	8*	May & Nov.	New York.	1900	....	2d Mortgage convertible.....	1,500,000	7	"	"	1896	....
1st Mortgage.....	800,000	8	"	"	1900	....	2d Mortgage non-convertible.....	3,800,000	7	"	"	....	....
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	3d Mort., Equipment.....	2,425,000	7	"	"	....	....
Interest bonds.....	1,524,300	8*	"	Mobile.	1876-83	....	1st Mort. (West. Extension).....	1,200,000	7	"	"	....	....
Sterling Interest bonds.....	769,920	8*	"	London.	1883	....	Consolidated Mortgage.....	50,900	6	May & Nov.	New York.	1878-81	....
Tennessee Substitution Bonds.	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	Extension Bonds.....	1,000,000	7	Jan. & July.	"	1899	118
Special Mort. (Gainesville Br.)	63,000	8	May & Nov.	Mobile.	1877	....	General Mort. for \$1,000,000.....	306,000	8	Jan. & July.	New York.	1877	....
2d Mortgage.....	1,453,888	8	March.	"	1877	....	Norfolk & Petersburg (A.M. & O.):	157,000	8	"	"	1877	....
Consol. Mort. for \$15,000,000.....	977,580	8	Jan. & July.	N.Y. & Lond.	1904	....	2d Mortgage.....	454,000	8	"	Norfolk.	1893	109
Convertible 5 per cent. bonds.....	1,800,000	7*	March & Sept.	New York.	....	....	North Carolina:	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....
Montclair (N. Y. and O. Mid.):	750,000	7	"	"	....	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
1st Mortgage gold, guar.....	888,400	7	"	"	....	....	North Eastern (S. Car.):	232,500	8	"	"	1899	....
2d Mortgage.....	1,040,000	8*	March & Sept.	New York.	1886	....	2d Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	115
Income Mortgage.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	109
Montgomery and Erie (Erie):	127,900	7	May & Nov.	New York.	1888	....	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	110
1st Mortgage.....	47,000	7	April & Oct.	"	1887	....	General Mortgage.....	2,035,000	7	Jan. & July.	"	1903	116
2d Mortgage.....	1,040,000	8*	March & Sept.	New York.	1886	....	North Shore (Flush. N.S. & Cent):	135,000	7	Feb. & Aug.	New York.	1887	....
Monticello and Port Jervis:	500,000	7*	J. A. J. & O.	New York.	1890	....	1st Mortgage.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
1st Mortgage gold, tax free.....	5,000,000	7	May & Nov.	New York.	1914	125	2d Mortgage S. F. Coupon.....	1,400,000	6	Jan. & July.	Baltimore.	1885	107
Morris and Essex (D. L. & W.):	3,000,000	7	Feb. & Aug.	"	1891	115	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	110
1st Mortgage sinking fund, guar.	354,000	7	Jan. & July.	"	1900	....	Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	106
2d Mortgage.....	673,000	7	Feb. and Aug.	"	1889	109	Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Convertible bonds.....	4,991,000	7	April & Oct.	"	1901	113	Consol. Gen. Mort. S. F. Coup.	2,938,000	6*	Jan. & July.	Lond. & Balt.	1904	100
Gen'l M. (lat on Boonton Br.) gr.	1,025,000	7	"	"	1915	109	Consol. General Mort. Coupon.	3,000,000	5	"	"	1894	....
Special Mortgage.....	3,238,000	7	June & Dec.	"	1915	109	Second General Mort. coupon.....	1,000,000	5	"	Baltimore.	1923	80
Consol. mort. for \$25,000,000 guar	1,100,000	6	Jan. & July.	New York.	1914-83	....	Second General Mort. coupon.....	400,000	7	Jan. & July.	Jersey C	1878	....
Nashville, Chattanooga & St. Louis:	4,700,000	7	"	"	1913	112	Northern New Jersey (Erie):	529,400	7.3*	Jan. & July.	New York.	1900	80
1st Mort., endorsed by Tenn.....	1,000,000	4	"	"	1913	112	1st Mort. on R.R. & lands gold..	140,000	6	Jan. & July.	Baltimore.	1885	106
2d Mort. (Held by U. S. Gov.).....	1,900,000	7	Jan. & July.	New York.	1900	107	3d Mort., assumed by B. and O	3,500,000	7*	March & Sept.	New York.	1917	....
New Mortgage.....	204,000	8*	April & Oct.	Nashville.	1887	....	Northwestern Union (C. & N.W.):	400,000	6*	Jan. & July.	Boston.	1877	....
1st Mortgage sinking fund, guar.	200,000	6*	Feb. & Aug.	Boston.	1892	103	1st Mortgage.....	400,000	6*	March & Sept.	"	1897	....
Nashua and Lowell.	200,000	6*	Feb. & Aug.	Boston.	1892	103	Construction Bonds.....	150,000	7	Jan. & July.	New York.	1890	....
Bonds for freight depot.....	600,000	7	Jan. & July.	New York.	1891	....	Nyack and Northern:	300,000	8	Jan. & July.	Boston.	1878	94
Newark & New York (C. of N.J.):	800,000	7*	May & Nov.	New York.	1889	98	Equipment Mortgage.....	200,000	8	"	"	1879	94
1st Mortgage guar.....	171,500	6	Jan. & July.	Boston.	1881	98	Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	101
New Haven and Derby:	400,000	7	"	"	1894	105	Ohio and Mississippi:	3,067,000	7	Jan. & July.	New York.	1898	111
1st Mortgage.....	525,000	7	Various.	New Haven.	1908-00	....	Consolidated Mort. Bonds.....	3,475,000	7	"	"	1898	112
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	Consolidated S. F. Mortgage.....	112,000	7*	"	London.	1898	....
2d Mortgage.....	2,000,000	7	"	"	1881	....	Consolidated Mort., Sterling....	3,864,000	7	April & Oct.	New York.	1911	112
New Haven and Northampton:	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	2d Consol. Mort. & S. F. Bonds.	174,000	7	May & Nov.	New York.	1882	....
1st Mortgage.....	750,000	6	April & Oct.	"	1880-82	....	Income and Funded Debt Bonds	140,000	7	May & Nov.	New York.	1883	....
Convertible bonds, tax free.....	200,000	7	"	"	1891	....	1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	"	1905	77
Holyoke and Westfield bonds.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Old Colony:	1,000,000	6	March & Sept.	Boston.	1896	110
New Jersey Midland (N.Y. & O.M.):	1,500,000	7	"	"	1881	....	Plain Bonds.....	32,000	5	"	"	1884	99
1st Mortgage gold, guar.....	500,000	7*	March & Sept.	N.Y. & Lond	1893	....	Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	110
2d Mortgage.....	2,600,000	7	May & Nov.	New York.	1889	99	New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	117
1st Mort. (Tom's River Branch)	120,000	6	April & Oct.	"	1888	....	Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	103
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....						
Consol. Mort. for \$7,000,000.....	5,300,000	7	April & Oct.	"	1903	....						
Income Mortgage.....	750,000	7	"	"	1881	....						
New Jersey Wre Lane	1,300,000	7*	May & Nov.	New York.	1900	....						
1st Mort. sold for \$2,000,000.....	300,000	6	April & Oct.	New York.	1885	104							
London Northern (Gen. Vt.):	582,900	7	June and Dec.	"	1892							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Oil Creek (Pittsb., T. & Buffalo):							Philadelphia, Wilmington & Balt:						
1st Mortgage.....	580,000	7	April & Oct.	Philadelphia.	1896	97	Mortgage Loan, convertible....	262,000	6	Jan. & July.	Phila. & Bost.	1884	108 1/2
Omaha and Northwestern:							Loan of 1867.....	1,000,000	6	April & Oct.	" "	1887	108
1st Mort. Land Grant, Gold.....	16,000 pm	7 1/2	Jan. & July.	New York.	1901	....	Loan of 1872.....	700,000	6	" "	" "	1892	108 1/2
Omaha and Republican Valley:							Loan of 1875.....	800,000	6	" "	" "	1900	110
1st Mortgage.....		6	F. M. A. & N.	.....	1895	....	Pickering Valley (Phila. & Rdg):						
Omaha and Southwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	53
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	113	Pittsburg, Cin. & St. Louis (Pa.):						
Oregon and California:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia	1890	....
1st Mortgage gold.....	10,950,000	7 1/2	April & Oct.	New York.	....	....	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	104
Osage Valley & Southern Kansas:							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	111
1st Mortgage (\$20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Consolidated 2d Mortgage.....	2,500,000	7	April & Oct.	" "	1913	....
Oshkosh & Miss. (C. M. & S. P.):							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	125 1/2
Oswego and Rome (B. W. & O.):							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	" "	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
Oswego and Syracuse (D. L. & W.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1895	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series G).....	890,000	7	Jan. & July.	" "	1912	123
1st Mortgage guar. by C. B. & Q.	1,079,000	8	Jan. & July.	N. Y. & Bost.	1900	120	2d Mortgage (Series H).....	890,000	7	Feb. & Aug.	" "	1912	....
Owensboro' and Russellville:							2d Mortgage (Series I).....	890,000	7	March & Sept.	" "	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage (Series J).....	890,000	7	April & Oct.	" "	1912	....
Pacific of Missouri:							2d Mortgage (Series K).....	890,000	7	May & Nov.	" "	1912	....
1st Mortgage gold.....	7,000,000	6 1/2	Feb. & Aug.	New York.	1883	108	2d Mortgage (Series L).....	890,000	7	June & Dec.	" "	1912	....
2d Mortgage sinking fund.....	2,650,000	7	Jan. & July.	" "	1891	108 1/2	2d Mortgage (Series M).....	2,000,000	7	April & Oct.	" "	1912	118 1/2
3d Mortgage.....	4,000,000	7	May & Nov.	" "	1885	....	Constructive bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	....
St. Louis County Debt.....	700,800	7	Monthly.	St. Louis.	1885	....	Equipment bonds.....	1,000,000	8	March & Sept.	" "	1894	....
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Va. and Charleston:						
1st Mort. (Carondelet Branch).....	500,000	6 1/2	April & Oct.	" "	1893	70	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
Paduach and Memphis:							Pittsburg, Wash. & Baltimore:						
1st Mortgage gold for \$2,805,000.	1,541,000	7 1/2	Feb. & Aug.	New York.	1902	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1893	....
Panama:							2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	" "	1902	....
General Mortgage, stg £197,800.	3,377,303	7 1/2	April & Oct.	London.	1897	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Paris and Decatur:							Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
1st Mortgage gold, S. F.....	1,200,000	7 1/2	Jan. & July.	N. Y. & Lond.	1892	....	Plymouth, Kankakee & Pacific:						
Paterson and Newark (Erie):							1st Mortgage for \$3,000,000.....	20,000 pm	7 1/2	Jan. & July.	New York.	1901	....
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Port Huron and Lake Michigan:						
Pekin, Linc. & Decatur (T.W. & W.):							1st Mortgage gold, for \$1,800,000	1,800,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland & Ogdensburg (Me. & N.H.):						
Pemberton & Highta. (U.C. of N.J.):							1st Mort. (Maine Section) gold..	800,000	6 1/2	Jan. & July.	Boston.	1900	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	105	Consol. Mort. gold, for \$3,300,000	149,000	6 1/2	May & Nov.	" "	1901	15
Peninsular (Mich.) Railway:							Portland and Ogdensburg (Vt.):						
1st Mortgage gold (S.F.) 1st series	1,800,000	7 1/2	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage gold, for \$2,300,000	1,200,000	6 1/2	May & Nov.	N. Y. & Bost.	1891	110 1/2
1st Mortgage gold (S.F.) 2d series	2,000,000	7 1/2	Jan. & July.	" "	1900	....	Portland and Oxford Central:						
2d Mortgage.....	640,000	7	Feb. and Aug.	New York.	1881	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Pennsylvania:							Portland and Rochester:						
1st Mort. (Harris'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	141 1/2	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	114 1/2	1st Mortgage (equal lien).....	100,000	7	April & Oct.	" "	1887	....
(General Mortgage, registered.)							2d Mort. (Portland Loan).....	395,500	6	Mar. & Sept.	" "	1891	....
Consolidated Mortgage.....	29,145,000	6 1/2	Jan. & July.	London.	1905	112 1/2	Port Royal (S. C.):						
State lien for \$7,500,000, skg fd	4,237,823	6 1/2	April & Oct.	Philadelphia.	1877-90	....	1st Mortgage gold, skg fd.....	2,000,000	7 1/2	May & Nov.	N. Y. & Lond.	1889	....
Pennsylvania Coal:							1st Mort. gold, guar. by G. R. R.	500,000	7 1/2	" "	" "	1889	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	Portsmouth, Gt. Falls & Conway:						
Pennsylvania and Delaware:							1st Mort., guar. by Eastern R.R.	614,000	7	June and Dec.	Boston.	1893	75
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Poughkeepsie and Eastern:						
2d Mortgage.....	519,000	7	April & Oct.	" "	1903	....	1st Mort. gold, conv. & tax free..	644,500	7 1/2	Jan. & July.	New York.	1910	....
Pennsylvania & New York (L.V.):							2d Mortgage.....	78,000	7	" "	" "	....	....
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	113	Providence and Worcester:						
1st Mortgage guaranteed.....	1,500,000	7	" "	" "	1906	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	105 1/2
Peoria & Bureau Val (O.R.I. & P.):							Stoughton Branch bonds.....	1,000,000	6	" "	" "	....	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy, Alton and St. Louis:						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage gold.....	1,000,000	7 1/2	May & Nov.	Philadelphia.	1882	....
1st Mortgage, traffic guarantee..	277,000	8	Jan. & July.	Boston.	1878	101 1/2	Quincy and Palmyra:						
Peoria, Pekin and Jacksonville:							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Quincy and Toledo (T. W. & W.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....	1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	103 1/2
Peoria and Rock Island:							Quincy & Warsaw (C. B. & Q.):						
1st Mort. gold, conv. & tax free..	1,500,000	7 1/2	Feb. & Aug.	N. Y. & Lond.	1900	....	1st Mortgage, guaranteed.....	720,000	8	Jan. & July.	Boston.	1890	115 1/2
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	Reading and Columbia (P. & R.):						
Perkiomen (Phila. and Rdg):							1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	95
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	93	2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
Petersburg:							Rensselaer and Saratoga:						
1st Mortgage (Installments).....	341,500	8	Jan. & July.	New York.	1879-98	84 1/2	2d Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	....
2d Mortgage.....	500,000	8	" "	" "	1902	85	3d Mortgage.....	150,000	7	" "	" "	1887	....
Philadelphia and Atl. City:							1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Mortgage for \$500,000.....	350,000	7	Jan. & July.	Philadelphia.	1907	....	1st Mort. (Troy, Salem & Rutl.)	600,000	7	May and Nov.	" "	1890	....
Philadelphia and Baltimore Cent:							1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
1st Mortgage (Penn. Div. 3d m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Consol. Mort. for \$2,000,000.....	1,783,500	7	May and Nov.	" "	1921	124
1st Mortgage (Md. Div. 9 m.)	300,000	6	" "	" "	1891	....	New Gen'l Mort. for \$6,000,000.	1,092,000	6 1/2	" "	" "	....	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	" "	" "	1900	....	Richmond and Danville:						
Philadelphia and Erie (Penn.):							Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mort. (Sunbury & Erie 40 m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1897	....	Virginia State guar. bonds.....	157,800	6	" "	" "	1875	....
1st Mortgage.....	5,000,000	6	" "	" "	1881	103 1/2	1st Mort. (Piedmont Branch).....	500,000	8	" "	" "	1883	....
2d Mortgage.....	3,000,000	7	Jan. & July.	" "	1888	112	1st Mort. (Northwestern, N.C.)	600,000	6 1/2	April & Oct.	N. Y. or Rich		

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	110	1st Mortgage Sterling.....	1,482,867	5	Jan. & July.	London.	'82-'88	....
2nd Mortgage.....	17,500	6	Jan. & July.	Calais, Me.	1879	....	1st Mortgage (L.) currency.....	1,051,500	7	" " "	New York.	'78-'88	....
1st Mort. (Cal. & Barling).....	95,200	6	Jan. & July.	"	1879	....	2d Mort. for \$3,000,000.....	1,206,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	Jan. & July.	"	1879	....	Domestic (I) Bonds.....	1,054,500	7	April & Oct.	Charleston.	1891	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1878	....	Domestic (K) Bonds.....	63,500	6	Jan. & July.	"	'80-'92	....
B. Joseph & Denver City:							South Georgia and Florida:						
1st Mort. (E. D.) gold tax free..	1,500,000	8	Feb. & Aug.	N. Y. & Lond.	1899	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st M. (W.D.) land grant, g'd tax fr	6,500,000	6	"	"	1900	....	2d Mort. " " "	200,000	7	"	"	1889	....
St. Joseph and St. Louis:							South Mountain Iron (Cumb. Val.):						
1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	....	1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
St. Louis, Alton and Terre Haute:							2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	113	South and North Alabama.						
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	"	1894	....	1st Mort., endor. by Ala. gold...	371,000	8	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,038,000	6	May & Nov.	London.	....	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	103	South Pacific (St. Louis & San F.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	92	1st Mortgage gold, assumed.....	7,194,500	6	Jan. & July.	New York.	1888	103
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	'80-'81	100
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116	South Side, Va. (A., M. and O.):						
2d Mort. (").....	6,000,000	7	May & Nov.	"	1897	102	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	110
1st Mort. L.G. (Arkansas Trh)	2,500,000	7	June & Dec.	"	1897	103	2d preferred bonds.....	621,000	6	"	"	'84-'90	94
1st Mort. (Calro, Ark. & Exh)	1,500,000	7	"	"	1897	101	3d preferred bonds.....	452,500	6	"	"	'84-'90	88
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	Southern Central (N.Y.):						
Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage.....	2,928,000	7	April & Oct.	New York.	1894	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	108
2d Mortgage.....	648,000	7	Jan. & July.	"	1898	....	Southern Iowa and Cedar Rapids:						
St. Louis, Kansas City & North:							1st Mortgage gold.....	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	115	Southern of L. L.:						
Real estate & 2d M. for \$3,000,000	2,995,000	7	March & Sept.	"	1896	109	1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
St. Louis, Lawrence and Denver:							2d Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	1900	17
1st Mort. guar. by Atl. and Pac.	1,020,000	6	Jan. & July.	New York.	1901	....	Southern Minnesota:						
St. Louis and South Eastern:							1st Mortgage land grant tax free	3,340,000	8	April & Oct.	New York.	'78-'88	....
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	Southern (Cal.) Pacific:						
1st Mort. (Evans, Hen. & Naah.)	1,000,000	7	Jan. & July.	"	1897	....	1st Mortgage gold for \$28,000,000.	11,000,000	6	April & Oct.	New York.	....	95
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	Southern Pennsylvania:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage gold.....	625,000	7	March & Sept.	Philadelphia.	1900	....
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	2d Mortgage gold.....	88,000	7	"	"	1880	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	South Western (Gen. of Ga):						
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1899	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Louis and San Francisco:							1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'78	....
2d Mortgage A for \$500,000.....	319,840	6	May & Nov.	New York.	1906	89	Spartanburg and Union:						
2d Mort. B. & C for \$5,200,000.	4,959,142	2	"	"	1906	69	1st Mortgage, end. by S. Car.....	350,000	7	Jan. & July.	Charleston.	1879	....
St. Paul and Pacific 1st Division:							1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	Springfield, Athol & Northeastern:						
1st M. (St. Paul to Watab.) 80m.	366,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	"	1892	....	Springfield & Illinois St. Eastern:						
1st M. (Main L.) R.R. & Lands.	3,000,000	7	May & Nov.	London.	....	....	1st Mortgage gold, tax free.....	3,400,000	7	Feb. & Aug.	New York.	1899	....
2d M. (do.) R.R. & Lands.	8,500,000	7	"	"	....	....	2d Mortgage gold, tax free.....	445,000	7	April & Oct.	"	1900	....
General Mortgage for \$15,000,000	....	7	"	"	....	....	Springfield and Northwestern:						
St. Paul, Stillwater & Taylor's F.:							1st Mortgage gold, skg fund.....	500,000	7	Feb. & Aug.	New York.	1901	....
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	100	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	55
St. Paul and Lowell (B. & L.):							Stanstead, Shefford and Chambly:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	80	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	22
St. Paul and Newark (B. & O.):							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	91	2d Mortgage.....	250,000	6	Feb. & Aug.	Boston.	1881	....
Saratoga & Whitehall (R. & S.):							Sullivan and Erie:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Savannah, Albany & Gulf (A & G):							Summit Branch:						
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	1st Mortgage.....	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Savannah and Charleston:							Sunbury and Lewiston:						
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	1,200,000	7	April & Oct.	Philadelphia.	1890	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	Income Mort. gold.....	200,000	6	"	"	1891	....
Funded Interest bonds, guar.....	111,800	7	"	New York.	1889	....	Suspens. Bridge & Erie Junc. (E.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	1,000,000	7	.....	New York.	....	....
1st Mortgage for \$500,000 guar.....	162,000	7	Jan. & July.	Macon.	1891	....	Syracuse, Bing. & N.Y. (DL&W):						
Savannah and Memphis:							1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....
1st Mort., gold, endor. by State.	16,000pm	8	May and Nov.	New York.	1890	....	2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	115
Schenectady & Susq. (D. & H. Can.):							Syracuse and Chenango Valley:						
1st Mortgage gold, tax free.....	400,000	7	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000.....	500,000	7	Feb. and Aug.	New York.	1891	....
Schoolcraft & Three R. (LS&MS):							Tebo and Neesho (M. K. & T.):						
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage gold, skg fund.....	1,168,000	7	June & Dec.	New York.	1903	....
Seaboard and Roanoke:							Terre Haute & Indianapolis:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Selma and Gulf:							Bonds of 1873 for \$1,600,000.....	616,000	7	"	"	1894	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Texas and Pacific:						
Selma, Marion and Memphis:							1st Mortgage, \$,000 per mile.....	3,532,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	105
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Consolidated Mortgage.....	7,548,000	6	June & Dec.	"	1906	89
Selma, Rome and Dalton:							Income and Land Grant.....	7,708,226	7	July.	N. Y. & Phil.	1915	574
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Can. Southern & Detroit:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,500,000	7	Jan. and July.	.....	1906	50
Equipment Mortgage.....	230,000	10	"	"	1881	....	Toledo, Peoria and Warsaw:						
Shamokin Valley & Pottav. (N.C.):							1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	....
Shoebogyan and Fond du Lac:							1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1886	120
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1879	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1910	....
Shenango and Allegheny:							Consol. Mort. for \$6,200,000.....	1,500,000	7	May & Nov.	"	1901	....
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	....	1st Mortgage (Burl. Branch).....	250,000	7	June & Dec.	"	1901	....
Shoepang Valley (Cl.):							Toledo, Wabash and Western:						
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	112
2d Mortgage.....	200,000	7	Jan. & July.	"	1902	....	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890	111
Shore Line (N. Y., N. H. & Hau L.):							1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1890	103
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1892	104
St. Paul and St. Paul:							1st Mort. (Illa. & South'n Iowa)	870,000	7	Feb. and Aug.	"	1889	105
1st Mortgage.....	1,340,000	8	May and Nov.	New York.	1901	78	1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	"	1878	102
Land Grant Mortgage gold.....	500,000	7	"	"	1901	40	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	102
2d Mortgage.....	450,000	8	"	"	....	....	2d Mort. (Wabash & Western)	1,500,000	7	"	"	1893	103
Equipment bonds.....	166,000	10	"	"	....	....	2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1883	40
St. Paul City and Pacific:							Equipment (Toledo & Wabash)	600,000	7	"	"	1907	100
1st Mortgage gold.....	1,629,000	6	Jan. & July.	New York.	1898	72	Consol. S. P. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1893	....
2d Mort. (Gov. Subady).....	1,627,200	6	"	U.S. Treasury.	1898	....	Consol. 2d mort. gold.....	2,184,400	7	Feb. and Aug.	"	....	....
							Traverse City (Gr. Ea. and Ind.):						
							1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):							Western Maryland:						
1st Mortgage skg fund, guar....	\$9,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	107
Troy and Boston.							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	114
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. " " " " " "	300,000	6	"	"	1890	100
2d Mortgage.....	300,000	7	April & Oct.	"	1886	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	108
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	56
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	118
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,785,000	6	Jan. and July.	New York.	1899	106
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	103
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	100
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	'96-'99	110	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,145,000	6	Apr. and Oct.	"	1887	113	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subd.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	West Jersey:						
3d Mortgage Sinking Fund.....	13,905,000	8	March & Sept.	New York.	1894	120	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
Omaha Bridge Bonds Sterling..	2,225,000	8	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	109
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	6	May and Nov.	New York.	1895	....	1st Mort. (Swedesboro) guar....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subd.).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	1900	10
Union Pacific S. Br. (M. & K. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	117
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	84	West Wisconsin:						
Union & Titusville (P., T. & Buff.)							1st Mort. land gr., gold skg fund	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	79	1st Mort. (Southern Extension).	640,000	7	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	103	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	10
Sterling Loan £369,200 (U. Co's)	1,844,000	5	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan £380,000 (")	1,800,000	5	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro':						
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3d to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. £262,000 (C. & A.)	1,310,000	6	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	39
Loan of 1883 (Camden & Amb'y)	1,700,000	6	"	Philadelphia.	1883	106	Wilmington and Reading:						
Loan of 1889 (")	866,000	6	June & Dec.	Princeton.	1889	108	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	48
Mortg. Loan (")	5,000,000	6	May and Nov.	Philadelphia.	1889	111	2d Mortgage coupon or regis..	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over	Due.)	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1890	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1892	....
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	109
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,650,000	7	May and Nov.	"	1907	....
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,313,000	7	June & Dec.	"	1916	....
1st Mortgage, Sterling.....	1,500,000	7.3	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent.—See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,000	7	Jan. and July.	Boston.	1901	....
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	104	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	112	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1885	167	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	77
General { 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	....
Mortgage { 2d series (blue).....	850,000	7	"	"	1890	....	Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	59
3d series (black).....	138,000	7	"	"	1890	....	CANAL BONDS.						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	Chesapeake and Delaware:						
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	79
Vineyard:							Chesapeake and Ohio:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Sterling Loan guaranteed.....	4,375,000	6	J. A. J. & O.	London.	1890	....
Virginia & Tennessee (A. M. & O.):							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	40
1st Mortgage.....	5,000	6	Jan. and July.	N. Y. & Lynch.	1873	....	Delaware Division (L. C. & N.):						
3d Mortgage.....	990,000	6	"	"	1884	101	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	98
5th Mortgage.....	999,000	8	March & Sept.	"	1900	116	1st Mort. { 2d series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1894	105
Registered Certificates.....	94,191	8	Jan. and July.	"	1875	....	reg. { 3d series, Jan. 1, 1871	5,000,000	7	"	"	1891	106
Funded Interest.....	226,900	8	"	"	1880	....	Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	110
Walkill Valley (Erie):							Registered bonds of 1874.....	2,000,000	7	"	"	1894	105
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	....	Lehigh Coal and Navigation:						
Warren (D. L. & W.):							Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Convertible Debentures.....	41,550	6	"	"	1882	75
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	109	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	107
Warren & Franklin (P. T. & B.):							1st Mortgage, registered.....	5,381,933	6	J. A. J. & O.	"	1884	107
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	100	1st Mortgage, reg. (R. R.).....	2,008,000	6	F. M. A. & N.	"	1897	110
Warwick Valley (Erie):							Mortgage (equip.) Loan, gold.....	4,668,500	6	June & Dec.	"	1897	104
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	Consolidated Mortgage.....	1,115,000	7	"	"	1911	131
Wasatch and Jordan Valley:							Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
1st Mortgage.....	150,000	6	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Washington City, Va. Mid. & Gt. So.:							Monongahela Navigation:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	86	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
2d Mort. (")	350,000	7	"	"	1891	....	Morris and Banking:						
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	101	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1878	99
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	98	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	100
3d Mort. (")	600,000	8	May and Nov.	"	1873	77	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
4th Mort. (")	700,000	8	March & Sept.	"	1890	41	Pennsylvania:						
Funded Coupons (do.)	722,664	....	"	"	1896	....	1st Mortgage skg fund guar....	2,805,000	6	Jan. and July.	Philadelphia.	1910	51
1st Mort. (Lynchburg & Danville)	521,920	....	Apr. and Oct.	"	1896	....	1st Mortgage (W. Val. Can.)..	600,000	6	"	"	1878	....
Virginia State Loan.....	212,912	....	Jan. and July.	"	'92-'98	....	Schuylkill Navigation (Ph. & Edg.)						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the column signifies "hill," and running *dōzō* (....) signify "hot mountain-top."

[illegible]

Sept. 30,	1878	177.7	739,936	787,943	50.61
Oct. 31,	1878	177.7	739,936	787,943	50.61
Nov. 30,	1878	177.7	739,936	787,943	50.61
Dec. 31,	1878	177.7	739,936	787,943	50.61
Jan. 31,	1879	177.7	739,936	787,943	50.61
Feb. 28,	1879	177.7	739,936	787,943	50.61
Mar. 31,	1879	177.7	739,936	787,943	50.61
Apr. 30,	1879	177.7	739,936	787,943	50.61
May 31,	1879	177.7	739,936	787,943	50.61
June 30,	1879	177.7	739,936	787,943	50.61
July 31,	1879	177.7	739,936	787,943	50.61
Aug. 31,	1879	177.7	739,936	787,943	50.61
Sept. 30,	1879	177.7	739,936	787,943	50.61
Oct. 31,	1879	177.7	739,936	787,943	50.61
Nov. 30,	1879	177.7	739,936	787,943	50.61
Dec. 31,	1879	177.7	739,936	787,943	50.61
Jan. 31,	1880	177.7	739,936	787,943	50.61
Feb. 28,	1880	177.7	739,936	787,943	50.61
Mar. 31,	1880	177.7	739,936	787,943	50.61
Apr. 30,	1880	177.7	739,936	787,943	50.61
May 31,	1880	177.7	739,936	787,943	50.61
June 30,	1880	177.7	739,936	787,943	50.61
July 31,	1880	177.7	739,936	787,943	50.61
Aug. 31,	1880	177.7	739,936	787,943	50.61
Sept. 30,	1880	177.7	739,936	787,943	50.61
Oct. 31,	1880	177.7	739,936	787,943	50.61
Nov. 30,	1880	177.7	739,936	787,943	50.61
Dec. 31,	1880	177.7	739,936	787,943	50.61
Jan. 31,	1881	177.7	739,936	787,943	50.61
Feb. 28,	1881	177.7	739,936	787,943	50.61
Mar. 31,	1881	177.7	739,936	787,943	50.61
Apr. 30,	1881	177.7	739,936	787,943	50.61
May 31,	1881	177.7	739,936	787,943	50.61
June 30,	1881	177.7	739,936	787,943	50.61
July 31,	1881	177.7	739,936	787,943	50.61
Aug. 31,	1881	177.7	739,936	787,943	50.61
Sept. 30,	1881	177.7	739,936	787,943	50.61
Oct. 31,	1881	177.7	739,936	787,943	50.61
Nov. 30,	1881	177.7	739,936	787,943	50.61
Dec. 31,	1881	177.7	739,936	787,943	50.61
Jan. 31,	1882	177.7	739,936	787,943	50.61
Feb. 28,	1882	177.7	739,936	787,943	50.61
Mar. 31,	1882	177.7	739,936	787,943	50.61
Apr. 30,	1882	177.7	739,936	787,943	50.61
May 31,	1882	177.7	739,936	787,943	50.61
June 30,	1882	177.7	739,936	787,943	50.61
July 31,	1882	177.7	739,936	787,943	50.61
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Sept. 30,	1882	177.7	739,936	787,943	50.61
Oct. 31,	1882	177.7	739,936	787,943	50.61
Nov. 30,	1882	177.7	739,936	787,943	50.61
Dec. 31,	1882	177.7	739,936	787,943	50.61
Jan. 31,	1883	177.7	739,936	787,943	50.61
Feb. 28,	1883	177.7	739,936	787,943	50.61
Mar. 31,	1883	177.7	739,936	787,943	50.61
Apr. 30,	1883	177.7	739,936	787,943	50.61
May 31,	1883	177.7	739,936	787,943	50.61
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Sept. 30,	1883	177.7	739,936	787,943	50.61
Oct. 31,	1883	177.7	739,936	787,943	50.61
Nov. 30,	1883	177.7	739,936	787,943	50.61
Dec. 31,	1883	177.7	739,936	787,943	50.61
Jan. 31,	1884	177.7	739,936	787,943	50.61
Feb. 28,	1884	177.7	739,936	787,943	50.61
Mar. 31,	1884	177.7	739,936	787,943	50.61
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Nov. 30,	1884	177.7	739,936	787,943	50.61
Dec. 31,	1884	177.7	739,936	787,943	50.61
Jan. 31,	1885	177.7	739,936	787,943	50.61
Feb. 28,	1885	177.7	739,936	787,943	50.61
Mar. 31,	1885	177.7	739,936	787,943	50.61
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Dec. 31,	1885	177.7	739,936	787,943	50.61
Jan. 31,	1886	177.7	739,936	787,943	50.61
Feb. 28,	1886	177.7	739,936	787,943	50.61
Mar. 31,	1886	177.7	739,936	787,943	50.61
Apr. 30,	1886	177.7	739,936	787,943	50.61
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Dec. 31,	1886	177.7	739,936	787,943	50.61
Jan. 31,	1887	177.7	739,936	787,943	50.61
Feb. 28,	1887	177.7	739,936	787,943	50.61
Mar. 31,	1887	177.7	739,936	787,943	50.61
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Feb. 28,	1889	177.7	739,936	787,943	50.61
Mar. 31,	1889	177.7	739,936	787,943	50.61
Apr. 30,	1889	177.7	739,936	787,943	50.61
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Jan. 31,	1890	177.7	739,936	787,943	50.61
Feb. 28,	1890	177.7	739,936	787,943	50.61
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Dec. 31,	1890	177.7	739,936	787,943	50.61
Jan. 31,	1891	177.7	739,936	787,943	50.61
Feb. 28,	1891	177.7	739,936	787,943	50.61
Mar. 31,	1891	177.7	739,936	787,943	50.61
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Dec. 31,	1891	177.7	739,936	787,943	50.61
Jan. 31,	1892	177.7	739,936	787,943	50.61
Feb. 28,	1892	177.7	739,936	787,943	50.61
Mar. 31,	1892	177.7	739,936	787,943	50.61
Apr. 30,	1892	177.7	739,936	787,943	50.61
May 31,	1892	177.7	739,936	787,943	50.61
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Nov. 30,	1892	177.7	739,936	787,943	50.61
Dec. 31,	1892	177.7	739,936	787,943	50.61
Jan. 31,	1893	177.7	739,936	787,943	50.61
Feb. 28,	1893	177.7	739,936	787,943	50.61
Mar. 31,	1893	177.7	739,936	787,943	50.61
Apr. 30,	1893	177.7	739,936	787,943	50.61
May 31,	1893	177.7	739,936	787,943	50.61
June 30,	1893	177.7	739,936	787,943	50.61
July 31,	1893	177.7	739,936	787,943	50.61
Aug. 31,	1893	177.7	739,936	787,943	50.61
Sept. 30,	1893	177.7	739,936	787,943	50.61
Oct. 31,	1893	177.7	739,936	787,943	50.61
Nov. 30,	1893	177.7	739,936	787,943	50.61
Dec. 31,	1893	177.7	739,936	787,943	50.61
Jan. 31,	1894	177.7	739,936	787,943	50.61
Feb. 28,	1894	177.7			

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &C., &C.

Notes concerning the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.										Operations.										Earnings.		Value of Shares.	
Property and Assets.										Liabilities.										Net.		Par.	
Railroad.										Accounts.										Gross.		Dividends.	
Rolling Stock.										Bonds.										Freight.		Passenger.	
Engines.										Stocks.										Trains Moved.		Number.	
Track and Sidings.										Accounts and Cash.										M.		Tons.	
Main Line.										Surplus Income.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
Main Line.										Accounts.										M.		M.	
Branch Line.										Accounts.										M.		M.	
2d Track and Sidings.										Accounts.										M.		M.	
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Branch Line.										Accounts.										M.		M.	
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2d Track and Sidings.										Accounts.										M.		M.</	

Dec. 31, 1878	1878	1879	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
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South Carolina Railroad.

A dispatch to the Charleston News and Courier says that a syndicate of capitalists has been formed in this city for the purpose of taking control of the South Carolina Railroad, and releasing it from the litigation which now keeps it in the custody of the United States Court, with a view to making it without delay the terminal link in the chain of roads connecting the great railroad systems of the West with the Atlantic seaboard at Charleston. By the programme of this syndicate sixty miles of road are to be built immediately to connect the south Carolina railroad, via Spartanburg, Henderson and Wolf Creek, with the Cincinnati Southern Railroad. Among the members of the syndicate mentioned are Samuel Sloan, Moses Taylor and Richard Lathers.

Statement of the Public Debt of the United States, January 1, 1880.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	\$18,415,000 00	\$552,450 00
6 per cent. bonds, 1881 (Oregon), 1861.....	821,300 00	24,639 00
6 per cent. 1881 bonds, 1861..	182,525,350 00	5,475,760 50
6 per cent. 1881 bonds, 1863..	71,628,900 00	2,149,167 00
6 per cent. funded loan of 1881	608,440,350 00	4,237,062 92
4 per cent. funded loan of 1891	250,000,000 00	937,500 00
4 per cent. funded loan of 1907	738,490,500 00	7,834,905 50
Refunding Certificates.....	2,355,400 00	23,554 00
6 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00

Aggregate of debt bearing interest.....	\$1,786,686,850 00	\$20,924,978 92
Interest due and unpaid.....		2,691,718 97

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
6 percent Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
6 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent. bonds, of 1858.....	8,000 00	.....
6 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	399,350 00	46 17
6 per cent. 5-20 bonds, called June, 1864.....	71,050 00	75 83
6 per cent. 5-20 bonds, called 1865.....	124,150 00	59,108 20
6 per cent. 10-40 bonds, called, 1864.....	6,144,050 00	340,766 02
6 per cent. Consol. bonds, called, 1865.....	790,100 00	4,903 43
6 per cent. Consol. bonds, called, 1867.....	4,541,150 00	313,916 36
6 per cent. Consol. bonds, called, 1868.....	1,614,800 00	114,657 16
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,525 35	2,668 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 percent. treasury notes, 1857.....	1,700 00	99 00
6 per cent. treasury notes, 1861.....	3,000 00	264 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
6 per cent. 1 year notes, 1863.....	47,375 00	2,330 85
6 per cent. 2 year notes, 1863.....	57,000 00	1,982 99
6 per cent. compound interest notes, 1863-64.....	249,520 00	50,674 63
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	146,250 00	6,590 52
6 per cent. certificates of indebtedness, 1862-63.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....	\$14,691,925 26	\$997,658 83
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DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$61,350 00
Legal tender notes, 1862-63.....	246,681,016 00
Certificates of deposit.....	10,245,000 00
Fractional currency, 1862-64.....	15,674,803 78
Gold certificates, 1863.....	12,337,100 00
Silver certificates, 1878.....	5,712,910 00
Unclaimed interest.....	7,597 03

Aggregate of debt bearing no interest.....	\$393,711,679 78	\$7,597 03
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RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$273,400,550 00	
Bonds at 5 per cent.....	5,844,350 00	
Bonds at 4 per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,490,550 00	
Refunding certificates.....	2,355,400 00	
Navy pension fund, 3 per cent.....	14,000,000 00	
	\$1,786,686,850 00	\$23,686,697 99
Debt on which interest has ceased since maturity.....	14,691,925 26	997,658 83
Debt bearing no interest, viz:		
Old Demand and legal tender notes.....	\$346,742,368 00	
Certificates of deposit.....	10,245,000 00	
Fractional currency.....	15,674,803 78	
Coin and Silver Certificates.....	21,050,010 00	
Unclaimed interest.....	\$393,711,679 78	7,597 03
	\$2,195,030,455 34	\$24,691,953 76

Total debt, principal and interest to date, including interest due and unpaid.....	\$2,219,782,408 79
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AMOUNT IN TREASURY.

Interest due and unpaid.....	\$2,691,718 97
Debt on which interest has ceased.....	14,691,925 26
Interest thereon.....	997,658 81
Gold and silver certificates.....	21,050,010 00
U S Notes held for redemption of certificates of deposit.....	10,245,000 00
Cash balance available Jan. 1, 1880.....	158,307,590 86
	\$207,983,903 92
Debt, less amount in Treasury, Jan. 1, 1880.....	\$2,011,798,504 87
Debt, less amount in Treasury, on the 1st ult. 2,016,047,722 83	
Decrease of debt during the month.....	\$1,251,217 96
Decrease of debt since June 30, 1879.....	\$15,408,751 50

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64.....	\$25,885,120 00	\$776,553 60
Kansas Pacific bonds, 1862-64.....	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.....	27,236,512 00	817,093 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-64.....	1,970,580 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	48,840 60
Totals.....	\$64,623,512 00	\$1,938,705 36

Interest paid by United States, \$43,712,450 58; interest repaid by transportation of mails, &c., \$13,520,474 19; balance of interest paid by United States, \$30,191,976 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1879.

JOHN SHERMAN,
Secretary of the Treasury.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburgh and Erie, for December, 1879, as compared with the same month in 1878, shows:

An increase in gross earnings of.....	\$848,629
An increase in expenses of.....	268,509

An increase in net earnings of.... \$580,120

The twelve months of 1879, as compared with the same period in 1878, show

An increase in gross earnings of.....	\$2,983,544
An increase in expenses of.....	1,913,746

An increase in net earnings of...\$1,069,798

All lines west of Pittsburgh and Erie for the twelve months of 1879 show a surplus over liabilities of \$1,526,817, being a gain over the same period in 1878 of \$1,082,836.

The Norfolk Virginian urges the completion of a connecting link between Careyville, Tenn., and Danville Junction, (on the Cincinnati Southern railroad,) which would give an all rail line between Cincinnati and Norfolk, Va., the distance being only 725 miles, against 980 miles via Chattanooga, Knoxville and Bristol.

Philadelphia Stock Exchange.

Closing Prices for the week ending Jan. 27.

	W. 21. Th. 22. F. 23. Sat. 24. M. 25. Tu. 27.
Allegheny Val. 73-100.....	42 43 43 43 44 44
7s, Income.....	.....
Jamden & Am. 6s, 1885.....	.....
6s, 1886.....	.....
Mort. 6s, 1889.....	.....
Jamden and Atlantic.....	.....
Preferred.....	32 32
1st mortgage.....	.....
2d mortgage.....	.....
Jatawissa.....	16
Preferred.....	49 49
New preferred.....	.....
7s, new.....	116 116
Del. & Bound Brook.....	.....
7s.....	.....
Elmira & Williamport.....	.....
Preferred.....	61
7s.....	.....
Hunt. & B. Top Mt. 10.....	10 10 10
Preferred.....	14 14 13
2d mortgage.....	.....
Lehigh Navigation.....	37 37 37 37
6s, 1884.....	106 107
Gold Loan.....	103 104 104
Railroad Loan.....	.....
Conv. Gold Loan.....	110
Lehigh Valley.....	62 61 61 61 61
1st mort. 3s, coupon.....	.....
1st mort. 3s, reg.....	.....
2d mort. 3s.....	125 125
Consol. mort. 6s, reg.....	110 110 110
Little Schuylkill.....	61 61 61
Minerhill & Sch. Haven.....	56 56
North Pennsylvania.....	62 62 62 62
1st mortgage 6s.....	109
2d mortgage 7s.....	.....
Gen'l mort. 7s, coup.....	.....
Gen'l Mort. 7s, reg.....	116
Northern Central.....	34 34 33 33 33
6s.....	78 78 81
Northern Pacific.....	34 34 34 34 34
Preferred.....	68 67 67 68 68
Pennsylvania R. R. 51.....	61 61 62 62
1st mortgage.....	101 101 101
Gen'l mortgage.....	114
Gen'l mort. reg.....	117
Consol. mort. 6s, reg.....	112
Penn. & N.Y. Canal 7s.....	.....
Penn. & N.Y. 2d series 100.....	100 100
do. 3d series.....	106 106
do. 5s, new.....	109 110
Phila. and Reading.....	34 34 34 34 34
1st Mortgage 6s.....	103
7s, of 1893.....	.....
7s, new convertible.....	.....
Consol. mortgage 7s.....	114
Consol. mortgage reg.....	.....
Philadelphia and Erie 18.....	18 18 18 18
1st mortgage, 6s.....	108 109
2d mortgage, 7s.....	.....
Pittsb., Cin. & St. L. 7s.....	15 15 15 15 15
Pittsb., Titusv. & Buf. 15.....	15 15 15 15
7s.....	70 72 72 72 72
Schuylkill Navigation.....	.....
Preferred.....	16 16 16
6s, 1872.....	.....
6s, 1882.....	84 84 84
United Co. of N. Jersey 100.....	155 155 155
Hestonville, (Horse) 22.....	22 22 23 24
Chestnut & Wal. (do.) 72.....	.....
Green and Coates (do.).....	91
2d and 3d streets (do.).....	96 96
18th and 15th sts (do.).....	82 85 85

Baltimore stock Exchange.

Closing Prices for the week ending Jan. 27.

	W. 21. Th. 22. F. 23. Sat. 24. M. 25. Tu. 27.
Baltimore and Ohio.....	153 152 152 151 150
6s, 1880.....	.....
6s, 1885.....	.....
Central Ohio (\$50).....	109 109
1st mortgage.....	.....
Marietta & Cincinnati.....	109 109
1st mortgage, 7s.....	80 80 80 80 80
2d mortgage, 7s.....	47 49 49 50 50
3d mortgage, 8s.....	46 47 49 50 50
Northern Central (\$50) 33.....	33 33 33 33
2d mortgage, 6s 1885.....	.....
3d mortgage, 6s, 1900.....	106 106 110
6s, 1900, Gold.....	100 100 100 100
6s, 1904, gold.....	100 100 100 100
Orange and Alex. 1st.....	.....
2d mortgage, 6s.....	77
3d mortgage, 8s.....	42
4th mortgage, 8s.....	79 79
O., Alex. & Manassas 7s.....	80 81 80
Pittsb. & Connellsv. 7s.....	51 51 51 51 50
Virginia 6s, Consol.....	77 77 77 77
Consol. Coupons.....	37 36 36 36 37
10-40 bonds.....	.....
Deferred Certificates.....	8
Western Maryland.....	9 9
1st M., end. by Balt.....	.....
2d M. do.....	.....
3d M. do.....	.....
1st M., unendorsed.....	107
2d M., end. Wash. Co.....	.....
3d M., preferred.....	96 96 96
City Passenger R. R.....	.....

Th. 22, F. 23, Sat. 24, M. 25, Tu. 27, W. 28

FEDERAL STOCKS:—							
U. S. 4s, 1907, reg.....	104½	104½	104½	104½	104½	104½	104½
U. S. 4s, 1907, coup.....	104½	104½	104½	104½	104½	104½	104½
U. S. 4½s, 1891, reg.....	107	107	107	107	107	107	107
U. S. 4½s, 1891, coup.....	107½	107½	107½	107½	107½	107½	107½
U. S. 5½s, 1881, reg.....	108½	108½	108½	108½	108½	108½	108½
U. S. 5½s, 1881, coup.....	108½	108½	108½	108½	108½	108½	108½
U. S. 6s, 1881, reg.....	104	104	104	104	104	104	104
U. S. 6s, 1881, coup.....	104	104	104	104	104	104	104
U. S. 6s, 1880, reg.....	104	104	104	104	104	104	104
U. S. 6s, 1880, coup.....	104	104	104	104	104	104	104
Dt. of Col. 3-6½s, reg.....	90½	90½	90½	90½	90½	90½	90½
Dt. of Col. 3-6½s, coup.....	90	90	90	90	90	90	90
U. S. 6s Pac.R.R issue.....	90	90	90	90	90	90	90

	Jan. 18.	Jan. 9.
Atlantic & Gt. W. 1st mort., Certs. 67	69	65
Do. 2d mort., Certs.	34	36
Do. 3d mort., Certs.	17	18
Baltimore and Ohio (sterling).....	118	116
Central of New Jersey \$100 shares. 83	87	83
To. Cons. Mort. Oct. '79 coupon.....	108	109
Do. Adjustment bonds.....	109	110
Do. Income bonds.....	88	92
Det. Gd. Haven & Mil. Equip. bds. 108	108	108
Do. Con. M. 5 p.c. till '84 after 6 p.c. 95	97	93
Erie shares \$100 Recon. Ass. \$6 pd. 45	47	46
Do. Pref. Shares, R. T. Ass. \$3 pd. 70	80	70
Do. let Con. M. ex-Certs. 6 Con.	119	121
Illinois Central \$100 shares.....	106	107
Illinois & St. Louis Edge 1 mort. stg. 116	118	118
do do 2 mort. stg. 80	85	80
Lehigh Valley Consol. mortgage.....	110	112
N. Y. Cent. & Hud. Riv. Mt. bonds 126	128	126
Do. \$100 shares.....	138	140
Do. Mort. bonds (stg.).....	116	117
N. Y. Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds.....	117	119
Do. do. 2d do.	84	86
Do. 2d Consol. Mort. bonds.....	90	92
Pennsylvania, \$50 shares.....	82	83
Do. Con. Sink. Fund Mort.....	109	110
Philadelphia and Reading \$50 shs.	35	36
Pittsb. Ft. W. & Chic. Equip. bds. 111	113	111
Union Pacific Land Grant 1st mort. 114	116	114

THURSDAY EVENING, January 29, 1880.

There has been more activity in the Wall Street markets the past week and generally strong and higher prices have ruled and been maintained to the close. The chief activity however has been confined to a few stocks lately consolidated or affected by consolidations noted in our last issue except Erie which has been unusually active and higher on strong buying from an unknown source though rumor has hinted that it was included in the Wabash plan for the ultimate consolidation of a through transcontinental line from New York to San Francisco. The Missouri Kansas and Texas securities of all kinds have been active and higher upon its virtual consolidation with the Wabash system, through the Missouri Pacific, since the election of Mr. Gould as President of the former during the week. In sympathy with this movement or otherwise, Wabash has been active and higher, while the other Gould stocks have continued strong but not so active as these specialties. Early in the week the Vanderbilt shares were generally depressed as compared with the balance of the market, but for what cause it is not clear unless it be the apparent inconsistency between the course of the market for New York Central and the alleged placing of 200,000 shares thereof at the close of the previous week at prices, which though kept secret, were understood to be higher than the price has been since. This has thrown some suspicion on the genuineness of the alleged subscriptions to the syndicate stock, and we have heard it intimated that the bulk of these were made by the members of the syndicate themselves.

	Th. 22	F 23	Sat. 24	M 25	Tu. 27	W. 28
Ateh., Top. and Sav. Fe 135	135	131	134	133	134	134
1st mortgage.....	141	141	141	141	141	141
2d mortgage.....	129	129	129	129	129	129
Land Grant 7s.....	118	118	118	118	118	118
Boston and Albany.....	141	141	141	141	141	141
7s, reg.....	141	141	141	141	141	141
Boston and Lowell.....	90	90	90	90	90	90
Boston and Maine.....	120	119	119	120	120	120
Boston and Providence.....	120	119	119	120	120	120
Boston, Hart. & Erie 7s 66	66	66	67	68	68	68
Burl. & Mo. R. L. G. 7s.....	142	143	145	145	145	145
Burl. & Mo. R. In Feb. 141	142	143	145	145	145	145
6s, exempt.....	142	143	145	145	145	145
Ohl., Burl. and Quincy 142	142	143	145	145	145	145
7s.....	142	143	145	145	145	145
Oin., Sand. and Clev. 18	18	18	18	18	18	18
Concord (\$50).....	141	141	141	141	141	141
Connecticut River.....	141	141	141	141	141	141
Eastern.....	29	31	33	34	36	36
New 4 Bonds.....	87	87	88	89	89	89
Fitchburg.....	125	125	125	125	125	125
Kan. C., Top. & West.....	125	125	125	125	125	125
Michigan Central.....	125	125	125	125	125	125
N. Y. & New England. 62	62	62	63	64	64	64
7s.....	111	111	111	111	111	111
Northern, N. H.....	88	88	88	88	88	88
Norwich & Worcester.....	131	131	131	131	131	131
Ogden & Lake Cham 32	32	32	32	32	32	32
Preferred.....	75	75	75	75	75	75
Old Colony.....	112	112	112	112	112	112
7s.....	112	112	112	112	112	112
Ph., Wil. & Balt. (\$50) 69	69	69	69	69	69	69
Portl'd, Saco & Ports.....	89	89	89	89	89	89
Pueblo & Ariz. Val. 90	90	90	90	90	90	90
7s.....	90	90	90	90	90	90
Pullman Palace Car. 118	117	117	120	124	124	124
Union Pacific.....	95	94	94	95	95	95
6s.....	109	109	109	109	109	109
Land Grant 7s.....	111	111	111	111	111	111
Sinking Fund 8s.....	114	114	116	116	116	116
Vermont and Canada.....	117	117	117	117	117	117
Vermont and Mass.....	117	117	117	117	117	117
Worcester and Nanhua.....	117	117	117	117	117	117
Cambridge (Horse) 120	121	122	122	122	122	122
Metropolitan (").....	122	122	122	122	122	122
Middlesex (").....	122	122	122	122	122	122
Cal. & Hecla Mining Co. 242	242	241	241	243	243	243
Julyau.....	40	40	37	38	40	40

As this belief grew it seems to have been counteracted by a bull movement in Lake Shore which carried up all the other Vanderbilts in sympathy, on the report that this road would hereafter continue to pay 8 per cent dividends. Considering that the last dividend has not yet been paid it is a little early to bull the stock on the next, and we incline to the belief that it was done as a counter-movement to remove the doubts of the Central sale and of the future course of that stock, aided at the outset it is said, by a short interest in Lake Shore. The other active shares and those in which there has been such frequent and wide fluctuations as to delight the wildest operators, were those of the Louisville and Nashville combination, noted in our last, of which Nashville and Chattanooga was the most conspicuous, on the prospects of the president of the latter road contesting the consolidation arranged by the aid of his directors. A harmonious agreement of this interest is now said to be recovered. The Texas and Pacific securities have been dealt in more freely also, while the Central Pacific Syndicate's stock was placed on the Exchange with a perfect boom, on Thursday morning, by an opening sale of 6,000 shares at 82½ from which it rapidly rose to 87 and fell back to 85. This was looked upon here as a sort of fire works, on the part of the syndicate, to give their stock a big send off, and it is not likely the public was interested in these dealings. Houston and Texas Central and the coal stocks, as well as Pacific Mail, and Iron Mountain came in for a share of the activity and advance, but in a less degree. The Ohio Central securities are also coming in from an increased coal traffic. Indianapolis Bloomington and Western also attracted more attention, on some proposed new connections. Pullman Palace Car Stock also advanced as well as Chicago, St. Louis and New Orleans, and Denver and Rio Grande securities.

Mining shares on both boards have not been as active or as strong as expected after the New Year, and declined early in the week in sympathy with San Francisco, where more legislation is anticipated against speculation in stocks. It is said that dealings on the Mining Stock Exchange of this city are far larger than in San Francisco, and if true we do not see why our dealers should allow the "tail to wag the dog" any longer in this market. There is capital enough and holders enough of these Pacific stocks to make their value here, when not subject to the San Francisco mismanagers' assessments, and it is time this was done, in such shares, while the best remedy for stock-jobbing assessments would be to leave such shares alone in this market and isolate them with their dishonest managers in San Francisco, and leave them to the tender mercies of Kearney to fight out their war like 'Kilkenny cats', it being a good thing for the community if they succeed in destroying each other. In the meantime the public would do well to isolate a similar class of mining stocks and mine mismanagers here in the East, who are using their official position and the Mining Stock Exchange for similar stock jobbing operations. The Moose management is one of these, whose only excuse to deluded stockholders for promised dividends, unpaid, is that they are running the mine to "freeze out" some large stockholders,

Railroad bonds of all undoubted issues are getting very scarce, even at considerable premium for seven per cents, and even sixes are by no means plenty at par, while all speculative varieties have been active and advancing, in some cases sharply.

State bonds of the Southern States are beginning to grow in favor at last as low priced securities with a future based upon the improved commercial and financial condition of the South, whose honesty is justly regarded as improved with its ability to pay. Hence there has been quite a movement in Louisianas and Tennesseees.

Government bonds have been in steady request for investment, as the supply is gradually growing less, and hence speculation in them is subsiding, in the absence of any recent movement at Washington in the direction of the public debt.

Sterling Exchange early in the week declined sharply, but afterwards recovered on a better demand, and a continued scarcity of commercial bills, as the decline in wheat has not been followed by a corresponding movement in exports. The decline was in anticipation of the effects of the alleged sale of Central stock in London, and the break in wheat, neither of which were realized.

The Money market has ruled a little stronger than last week on a more active demand to accommodate the activity in stocks and also to keep up the speculators' and combination's margins on wheat and other speculative staples of commerce which have been blockaded, until the accumulations of stocks have caused distrust in banking circles and a calling in and reduction of loans on these collaterals, which helped on the heavy decline in wheat and brought about the failure of several small speculators in this market who were long of this staple. Call loan rates have averaged 5@6 per cent on stocks and 4@5 on Governments.

The bank statement also favored a little closer money market as there was an unexpected reduction in the surplus reserve of over \$1,000,000, which is not explained except by the withdrawal of additional amounts to Chicago by the wheat clique to hold up the market, as it will be remembered in our last we noted a shipment by Keene alone of \$2,000,000 for this purpose.

Exports have not increased nor fallen off, remaining about \$6,000,000. Imports of gold are insignificant, being a little over \$200,000.

Breadstuffs have been heavily depressed under the sales of long wheat held by outsiders, while the clique either from inability or interest let the market go until it became panicky on the failure of several operators here and the closing out of more. At this junction they came in and bought till the decline was checked. It is thought, however, that the clique itself has lost faith in the high prices looked for a month ago, and that they will meet exporters on the present basis. Other export staples have been dull and depressed also without important changes. Ocean freights continue disastrously dull and low, and losses on charters to arrive are enormous; and damages on vessels so chartered are equally heavy and steamer rates equally low and trade dull, all owing to the blockade in export staples caused by the dogged and gigantic speculation on Europe's necessities,

which are regarded as so great as to force her to take these products at our price. The break in wheat has shown in part the fallacy of this position, and it is likely to be demonstrated in provisions and cotton also, as Europe is not compelled to buy of this country or starve and lie idle as was expected.

The closing quotations on Thursday were: Adams Express, 107½@108; American Express, 56½@57¼; Atlantic and Pacific Telegraph, 41½@41¾; Canada Southern, 70¾@71; Central of New Jersey, 81¾@81¾; Central Pacific, 83@83½; Chesapeake and Ohio, 21½@21¾; do. 1st pref., 30½@32; do. 2d pref., 23@24; Chicago, Burlington and Quincy, 145@146; Chicago and Alton, 107@108; do. pref., 120@125; Chicago and Northwestern, 91@91½; do. pref., 105¼@105½; Chicago, Milwaukee and St. Paul, 79½@79¾; do. pref., 102¾@103; Chicago, Rock Island and Pacific, 149½@151; Cleveland, Columbus, Cincinnati and Ind., 77@78; Cleveland and Pittsburg, 112½@113; Columbus, Chicago and Indiana Central, 23¾@23½; Delaware and Hudson Canal, —@75½; Delaware, Lackawanna and Western, 86½@86¾; Erie, 46½@46¾; do. pref., 71¼@72; Hannibal and St. Joseph, 40¼@40½; do. pref., 70¼@70¾; Illinois Central, 103¾@104; Lake Shore and Michigan Southern, 103¾@104; Louisville and Nashville, 123½@123¾; Michigan Central, 91¼@91½; Morris and Essex, 103@103½; Manhattan Railway, 52@53; Metropolitan Elevated, 116@116½; New York Elevated, 123@125; N. Y. Central and Hudson River, 130½@131¼; New York and Harlem, 160@161; Northern Pacific, 34@34¼; do. pref., 57½@57¾; Ohio and Miss., 81¼@81¾; do. pref., 66@66½; Pacific Mail, 39¾@39¾; Panama, 180@185; Philadelphia and Reading, 68½@68¾; Quicksilver, 20¼@20¾; do. pref., 65½@66½; St. Louis, Alton and Terre Haute, 24½@26½; do. pref., —@65; St. Louis and San Francisco, 45¼@45¾; do. pref., 56½@57; do. 1st pref., 76@76½; St. Louis and Iron Mountain, 55¼@56; Union Pacific, 93½@95; United States Express, 47@48; Wells Fargo Express, 101@102; Western Union Telegraph, 103½@103¾; Wabash, St. Louis and Pacific, 46¼@46½; do. pref., 71¾@71½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Missouri, Kansas and Texas R. R., 48¼; do. 7s, consol. S. F. ass., 106¼; do. 2d, 69¾; Boston, Hartford and Erie 1st, 58¾; do. guar., 52¾; Houston and Gt. Northern 1st, pur. com. rec., 103½; do. 2d, do., 51; Texas Pacific Income, L. G., 87¾; Chicago and Eastern Illinois 1st, 96¼; Col. Chi. & Ind. Cent. Inc., 48½; do. 1st mort. Trust Co. certif. ass., sup., 94¼; Cairo and Fulton 1st, 108; Lake Erie and Western R. R., 81¾; do. 1st, 96½; do. inc., 65¾; Mobile and Ohio R. R. ass., 25; do. 1st, 100; do. 1st debent., 74½; do. 2d debent., 48; do. 4th debent., 74½; Oregon Railway and Nav., 108; do. 1st, 91; International 2d, pur. com. rec., 51; do. 1st, 30, 103; Erie and Pittsburg consol., 107; Balt. and Ohio 1st, Parkersburg Br., 108½; Chicago, St. Louis and New Orleans R. R., 41¾; Chicago, St. Paul and Minn. R. R., 51; do. L. G. Inc., 97; do. 1st, 107; Buffalo and State Line 7s, 110¾; Cin., Laf. and Chicago 1st, 92½; Chesapeake

and Ohio 1st pref., 31; do. 2d pref., 23½; do. 6s, Series B, 67; do. cur. int. def., 41½; Ind., Bloom. and Western R. R., 43½; do. 1st, 75; do. 2d, 65; do. inc., 69; Nashville, Chattanooga and St. Louis R. R., 86½; Buffalo and Erie 7s, new, 118; Denver and Rio Grande 1st, 101½; Louisville and Nashville 2d, 104½; do. Cecilian Br., 105½; Cedar Falls and Minn. R. R., 26; do. 1st, 104; Toledo and Wabash fund. int. consol., 84; St. Louis and Iron Mt. 1st pref. inc., 88½; do. 2d do., 71¼; do. Cairo, Ark. and Texas 1st, 102; do. Arkansas Br. 1st, 103½; Central of New Jersey 1st consol. ass., 106½; do. Adjmt., 106½; do. cony. ass., 106; Morris and Essex const. bonds, 109; Lehigh and Wilkesbarre inc., 69; do. consol. ass., 96¼; Chicago, Mil. and St. Paul 1st, La. C. and D. D., 89¼; do. S. W. D., 100½; Ind., Dec. and Spring. 2d, 75; do. 1st, 102; Laf., Bloom. and Muncie 1st, 92¾; do. Inc., 72; Del. and Hudson 1st, Penn. div., 111½; Am. Dock and Imp. 7s, ass., 108; Ohio and Mississippi 1st, Springfield div., 78½; Kansas Pacific 6s, Denver Div. ass., with coup. certifi., 108¼; do. 6s, J. & D., 1896, do., 116½; do. Inc. No. 16, 87½; Lake Shore div. bonds, 118; St. Louis, Kansas City and Northern, R. E. 7s, 1895, 109; do. Omaha div., 1st, 107½; do. St. Charles Bridge 1st, 106; Rome, Watertown and Ogdensburg R. R., 32; do. 1st consol., 68½; St. Louis and San Francisco 2d, class B, 69¾; do. C, 68¼; do. A, 89; Hudson River 2d, S. F., 110; South Pacific 1st, 103½; Houston and Texas Central M. L., 112; Clev., Col., Cin. and Ind. consol., 108; Syracuse, Binghamton and New York 1st, 115; Cleveland and Toledo S. F., 108; Quincy and Toledo 1st, 103½; Albany and Susq. 1st consol., 109½; Cin. and Spring. guar. by Lake Shore, 107¼; Ind. Cin. and Laf. R. R., 6½; Boston and New York Air Line pref., 57; Marietta 1st pref., 16¾; do. 2d pref., 12; St. Paul and Sioux City R. R., 39; do. pref., 77½; do. 1st, 99; Central of New Jersey Land and Imp. Co., 40; Keokuk and Des Moines R. R., 19½; do. 1st, 95; Sutro Tunnel, 3½; Am. Dist. Tel., 72; Canton, 62; Deadwood Mining Co., 22½; Little Pittsburg, 28½; Central Arizona 12½; Leadville, 3½; La Plata, 6¼; Standard, 31¾; Climax, 3½; Ontario Silver, 38½; Caribon, 4¼; Excelsior, 23½; Homestake, 35; New Central Coal, 30½; Consol. Coal, 32½; Cumberland Coal and Iron, 70; Arkansas 7s, L. R. & F. S. R. R., 10; do. to M. & L. R. R. R., 9; Alabama Class C, 60; do. A, 60½; South Carolina 6s, non-fund, 7½; Louisiana 7s, consol., 48½; North Carolina special tax, 1st class, 7; Tennessee 6s, new, 31½; do. old, 34; Virginia 6s, def., 9; Missouri 6s, 1887, 106½; Quebec 5s, 1908, 98.

Boston.—California Pacific R. R., 24; Rutland R. R., 8½; do. pref., 29½; do. 1st, 6s, 96½; do. 5s, 66; Little Rock and Ft. Smith R. R., 59; do. 7s, 99½; New Mexico and Southern 7s, 108½; Kansas City, Lawrence and Southern R. R., 76; do. 4s, 84¼; Oswego Midland R. R., 8; do. 2d, 7s, 13½; Denver and Rio Grande R. R., 60; do. 7s, 96; Kansas City, Fort Scott and Gulf R. R., 46; do. pref., 76½; do. 7s, 106½; Chicago and West Michigan R. R., 65; Flint and Pere Marquette R. R., 19½; Chicago, Clinton, Dubuque and Minnesota R. R., 61; do. 7s, 1910, 103½; Summit Branch, 21; Kalamazoo, Allegan and

Grand Rapids 8s, 1888, 110¼; Boston, Revere Beach and Lynn R. R., 99½; Kansas City, St. Joseph and Council Bluffs R. R., 74; do. 7s, 109½; do. inc., 6s, 90; Framingham and Lowell 7s, 75; Quincy and Warsaw 8s, 1890, 115½; Florence, El Dorado and Walnut Valley 7s, 93½; Cin., Sand. and Clev. 7s, 93½; Southern Kansas and Western 7s, 102; Central of Iowa R. R., 127½; do. 1st, 114½; do. 2d, 60; Cedar Rapids and Missouri River R. R., 110; Boston, Clinton, Fitchburg and New Bedford pref., 95; Maine Central R. R., 48½; do. 7s, consol., 110¼; Central Pacific 7s, 1888, gold, 103½; do. 1884, State Aid, 104; Wisconsin Valley pref., 75; do. 7s, 1909, 104; Atchison and Nebraska R. R., 79; Burlington and Missouri River R. R. in Nebraska 6s, non-exempt, 101¼; Republican Valley 6s, E. D., 101½; Eel River R. R., 50½; Iowa Falls and Sioux City R. R., 50; do. 7s, 106; Wichita and Southwestern R. R., 77½; Pleasant Hill and De Soto R. R., 47¼; Cheshire R. R., 54; Chicago, Iowa and Nebraska R. R., 138; Manchester and Lawrence R. R., 145; Indianapolis, Cincinnati and Lafayette R. R. 2; Connecticut and Passumpsic Rivers R. R., 59; do. 7s, 1893, 110; Portsmouth, Gt. Falls and Conway R. R., 19; do. 7s, 75; Wisconsin Central, 1st Series, 59; do. 2d Series, 32; Chicago and Eastern Illinois R. R., 98; Chicago, Burlington and Quincy 5s, 100; Atchison, Topeka and Santa Fe 7s, guar., 109½; Detroit, Lansing and Northern pref., 110; Louisiana and Missouri River pref., 30; Burlington and Missouri River L. G. 7s, in Iowa, 1873, 114¼; Boston Land, 11¼; Boston Water Power, 16½; Brookline Land, 6½; Pullman Palace Car 7s, 1888, 105; Maine 6s, 1880, Bounty Fund, 100¼; New Hampshire 6s, 1896, 115¼; Detroit 7s, 1880, 100¾; Cleveland 6s, 1898, 109½; Chicago 7s, 1892, 114; Atlantic Mining Co., 24½; Acton (Me.) Silver, 20c; Forest City, 17c; Blue Hill, 8½; Brunswick Antimony, 10¼; Chrysolite, 19¾; Copper Falls, 6; Duncan Silver, 4¼; Dora, 1; Franklin, 45; Haron, 11; Humboldt, 1½; International, 60c; Minnesota, 5½; Madison, 3; Meenard, 4½; Massachusetts and New Mexico, 4¼; National, 5¾; Orford Nickle, 9¼; Osceola, 40; Pewabic, 62; Phoenix, 14; Pontiac, 1; Plymouth Rock, 2.95; Ridge, 9; Star, 2; South Hite, 3½; Sullivan, 12; Silver Islet, 23½; Union Copper, 4; Winthrop, 1; West Minnesota, 1; Washington, 75c.

Philadelphia.—Texas and Pacific R. R., 48; do. 1st mort., 6s, 105; do. consol. mort. 6s, 98; West Jersey R. R. 7s, 117; Pittsburg, Titusville and Buffalo Inc. 7s, 41; Belvidere Delaware 1st mort., 110; Huntingdon and Broad Top Mt. consol. 7s, 65; Am. S. S. Co., 30; do. 6s, 104; People's Pass. R. R., 17½; do. 7s, 100; Lehigh Nav. consol. mort. 7s, 102; do. debent. 6s, 90; Philadelphia and Reading R. R. scrip, 89; do. Gen'l mort. 6s, 89; do. income 7s, 89½; Philadelphia and Reading Coal and Iron mort. 7s, 90; Union and Titusville 7s, 80; Oil Creek 1st mort., 98; Schuylkill Nav. 7s, B. L., 90; Warren and Franklin 7s, 100; Philadelphia, Germantown and Norristown R. R., 102½; St. Paul and Deluth R. R., 35¼; do. pref., 66; Philadelphia and Gray's Ferry R. R., 65; Philadelphia City Pass. R. R., 72½; Nequehoning Valley R. R., 53¼; Continental Pass. R. R., 94. The latest quotations are: City 6s, 106@108; do. free of tax, 119¼@119½; do. 4s,

new, 101@102; Pennsylvania State 6s, 2d series, 100¼@101; do. 3d series, 106@108¼; do. 5s, new loan, 110½@110¾; do. 4s, new, 103@104; Philadelphia and Reading, 34¼@34½; do. consol. mort. 7s, coup., 114¼@115½; do. reg. 114 @—; do. mort., 6s, 102@102½; do. 7s, 1893, 116½@—; United New Jersey R. R. and Canal Co., 155@156; Pittsburg, Titusville and Buffalo R. R., 15½@15½; do. 7s, 72@74½; Camden and Amboy mort. 6s, 1889, 111@111¼; Pennsylvania R. R., 52¼@52½; do. 1st mort., 101½@102; do. gen'l mort., coupon, 114¼@115; do. reg., 113 @117½; do. consol. mort. 6s, reg., 112½@113; Little Schuylkill R. R. 51¼@51½; Morris Canal, 54@64; do. pref., 145@150½; Susq. Canal 6s, 80 @90; Schuylkill Nav. 8@—; do. pref., 16½@17; do. 6s, 1882, 83½@84; do. 1872, 102@103; Elmira and Williamsport pref., 51½@51½; do. 7s, 106@110; do. 5s, 85@87; Lehigh Coal and Navigation, 87½@87½; do. 6s, 1884, 107@107½; do. R. R. loan, 109¼@110¼; do. Gold Loan, 103½ @104; Northern Pacific 34¼@34½; do. pref., 58 @58½; North Pennsylvania, 51½@52½; do. 6s, 109@109½; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 115@116½; Philadelphia and Erie, 18½@18½; do. 6s, 103¼@103¾; do. 7s, 112¼@116; Minehill, 56@56¼; Catawissa, 16@16¼; do. pref., 48½@48¾; do. new pref., 47½@48; do. 7s, 1900, 116@116½; Lehigh Valley 51½@52½; do. 6s, coupon, 115@116; do. reg., 116@—; do. 2d mort. 7s, 124¼@125¼; do. consol. mort., 110¼@110½; Fifth and Sixth streets (horse), 110@115; Second and Third, 95@101; Thirteenth and Fifteenth, 80@85¼; Spruce and Pine, 54¼ @55¼; Green and Coates, 91@91½; Chestnut and Walnut 72¼@72¾; Hestonville, 24¼@24½; Germantown, 69@70; Union, 105@105; Lombard and South, 18@20; West Philadelphia 85@—; People's, 17@18½; Ridge Av., 74@85.

Baltimore.—South Side (Va.) R. R. 2d mort., 94½; Union R. R. Canton end., 108; Marietta and Cincinnati 1st coupons Feb., 1878, 93; do. Aug., 1878, 82; Atlanta and Charlotte, 15; Central Ohio pref., 49; Wil., Col. & Aug., 55; Baltimore and Ohio 1st pref., 115; do. 2d pref., 105; do. scrip, 150; Virginia Peelers, 30¾; do. Peeler coupons, 12; do. 10.40 coupons, 81; Virginia Black Scrip, 10; Baltimore City 5s, 1894, 108¾; do. 5s, 1916, 110; do. 6s, 1900, 116; do. 6s, 1884, 107; do. 6s, 1890, 113¼; do. 6s, 1893, 115; Cincinnati 7.30s, J. & J., 118½; Knob Copper, 4¼; Silver Valley, 1.30; Hopewell Mining, 0.10; Balt. and N. Car. copper, 0.20; Lake Chrome, 0.31; Rowan copper, 0.12; Atlantic Coal, 1.60. The latest quotations are: Baltimore and Ohio, 150¼ @153; Northern Central, 83¾@84; do. 6s, 1900, 110@110¼; do. 6s, 1900, gold, 106¼@106¾; do. 6s, 1904, gold, 100¾@100¾; Marietta and Cincinnati 1st mort. 1892, 109¾@110; do. 2d mort. 7s, 88¼@88½; do. 3d mort. 8s, 50@50½; Central Ohio 1st mort., 109½@110¼; Western Maryland 1st, undorsed, 107@108; do. 2d pref., 96½@97½; Pittsburg and Connellsville 7s, 112 @—; Virginia consol. 6s, 60¾@61; do. 2d series, 30¾@31; Virginia Consol. coupons, 77¼@77½; Virginia 10-40 bonds, 86½@87.

The Macon and Brunswick (Ga.) Railroad was leased at Macon on the 13th inst. to J. M. Couper of Brunswick at a yearly rental of \$194,000.

000, with the privilege of purchase. Couper represented a company composed of New York, Macon, Brunswick and European capitalists, headed by Chauncy Vibbard of New York. The company will extend the road to Atlanta at once.

Commerce of New York.

We give below, from the New York Journal of Commerce, a statement of the Commerce of New York for 1879, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850:

Year.	Merchandise.		Specie	Total
	Dutiable.	Free Goods.	& Bullion.	Imports.
1851.	\$119,592,264	\$9,719,771	\$2,049,543	\$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,653	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022
1871.	349,635,398	28,878,294	6,348,608	384,862,300
1872.	369,083,458	57,429,020	5,594,208	432,106,686
1873.	293,035,348	86,924,877	18,605,611	398,565,836
1874.	278,677,532	108,598,631	6,407,571	393,683,734
1875.	335,398,509	91,791,853	13,438,557	440,628,919
1876.	202,486,773	76,659,977	26,217,888	305,364,638
1877.	221,401,649	92,686,992	15,000,227	329,088,868
1878.	201,540,213	82,495,681	19,150,973	303,186,867
1879.	234,775,206	105,217,808	84,196,109	424,189,123

Under the head of dutiable are included the goods entered directly for consumption, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. Including the specie, the imports for 1879 are \$121,002,256 above the total in 1878; but deducting the specie in both years, the merchandise imports for the twelve months are only \$55,957,120 more.

The following table will show the classification of imports at New York for the years—

	1877.	1878.	1879.
Dry goods.	\$77,756,778	\$74,863,197	\$91,549,600
Gen. mdse.	236,331,863	209,172,697	248,443,414
Specie....	15,000,227	19,150,973	84,196,109
Total...	\$329,088,868	\$303,186,867	\$424,189,123

The cash duties are collected on the goods entered directly for consumption, and also on those which, having been entered in bond, are afterward withdrawn for consumption. The imports thus marketed in 1879 amounted to \$230,146,161 on which \$107,448,002 60 in duties were collected, making an average of 46 3/4 per cent on the entire dutiable imports of the year, against 45 3/8 in 1878, and 45 1/2 in 1877.

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1877.	1878.	1879.
1st	\$64,887,999	\$87,621,214	\$78,474,748
2d	69,097,439	84,237,028	79,983,231
3d	75,277,178	97,978,437	96,423,052
4th	89,671,855	85,577,621	101,337,634
Total....	\$298,933,971	\$349,414,800	\$356,218,565

Foreign imports entered at New York during the years 1874, 1875, 1876, 1877, 1878 and 1879:

	1874.	1875.	1876.	1877.	1878.	1879.
January	\$13,846,907	\$11,530,339	\$12,343,984	\$11,194,195	\$11,052,501	\$11,325,813
February	16,205,796	19,475,483	13,016,690	13,135,513	11,566,577	12,961,683
March	18,498,458	15,821,051	13,575,155	14,298,420	12,729,463	14,412,884
April	15,264,417	12,554,059	8,976,397	11,559,197	11,154,396	12,321,340
May	13,394,964	10,703,394	9,286,918	11,348,796	9,788,229	10,902,264
June	13,011,657	9,211,056	8,065,972	10,448,147	8,712,976	9,737,563
July	14,771,441	12,029,470	9,833,959	10,830,513	12,764,854	14,510,450
August	16,661,136	15,224,134	12,335,681	13,311,638	13,362,325	14,758,455
September	16,461,723	11,962,598	10,897,834	10,369,979	12,164,546	16,303,325
October	12,877,631	10,472,066	10,904,454	10,525,096	12,606,386	16,262,046
November	11,132,035	9,291,475	8,289,412	9,396,694	10,234,854	14,219,064
December	11,339,265	7,782,819	7,897,188	7,805,142	8,616,715	15,191,709
Total	\$173,465,430	\$146,057,944	\$125,423,644	\$134,223,330	\$134,783,822	\$162,912,596
ENTERED WAREHOUSE.						
January	\$7,612,441	\$5,716,038	\$6,283,594	\$5,546,348	\$4,876,084	\$4,868,171
February	9,438,177	8,135,428	7,952,726	5,129,528	5,150,245	5,275,533
March	11,761,814	11,458,257	10,340,471	8,685,293	5,341,999	6,545,720
April	13,156,559	9,454,372	8,224,335	7,504,183	6,550,314	7,518,217
May	12,118,107	10,092,919	8,078,024	8,993,413	7,203,218	6,185,153
June	11,403,659	10,322,510	6,861,930	12,360,639	6,881,470	6,171,554
July	10,225,286	8,285,645	4,943,729	10,934,505	6,075,143	6,801,618
August	7,729,950	6,332,009	6,515,056	7,194,744	6,214,107	5,518,414
September	6,537,649	5,251,758	5,580,492	5,161,879	4,395,377	4,815,222
October	6,009,809	4,203,764	4,213,063	5,653,350	4,222,608	4,504,436
November	4,253,653	4,089,354	3,617,664	5,490,399	5,443,402	5,752,839
December	4,965,098	3,998,511	4,452,045	4,519,038	4,402,424	7,875,733
Total	\$105,212,102	\$89,340,565	\$77,063,129	\$87,178,319	\$66,756,391	\$71,862,610
FREE GOODS.						
January	\$8,752,317	\$7,438,591	\$10,730,484	\$9,590,998	\$7,875,055	\$8,488,055
February	8,972,881	8,042,547	6,824,451	6,664,480	6,153,024	7,348,090
March	12,188,280	8,248,598	7,226,442	9,011,078	6,967,442	6,666,488
April	12,148,979	6,605,645	6,485,507	8,909,582	6,727,911	8,497,732
May	9,902,831	12,453,830	6,130,616	7,869,770	5,803,134	6,752,501
June	8,384,104	7,447,296	5,682,205	7,438,494	6,822,850	6,528,823
July	7,653,244	5,990,042	4,836,431	6,101,170	5,017,537	5,104,602
August	7,710,581	7,611,872	4,109,489	6,117,404	5,273,181	8,336,815
September	7,343,719	6,059,501	5,185,662	6,375,986	8,056,044	9,139,245
October	9,195,895	5,390,015	5,715,614	9,094,630	7,431,612	9,939,689
November	8,564,179	7,687,532	5,403,182	8,394,134	7,440,986	12,550,632
December	7,781,621	8,816,384	8,329,894	7,119,266	8,926,905	15,865,136
Total	\$108,598,631	\$91,791,853	\$76,659,977	\$92,686,992	\$82,495,681	\$105,217,808
SPECIE.						
January	\$99,014	\$146,282	\$398,197	\$1,274,796	\$823,049	\$975,507
February	822,784	1,269,902	183,463	1,729,747	2,856,868	1,383,681
March	150,894	2,761,677	876,799	2,407,504	1,526,737	612,915
April	582,253	194,972	1,423,291	885,049	5,318,139	597,871
May	1,054,630	812,905	175,953	549,114	1,371,147	849,026
June	188,356	1,126,920	498,880	508,777	1,149,765	1,033,938
July	557,758	813,981	418,960	228,274	968,618	711,389
August	941,489	366,477	936,490	1,096,373	693,267	6,553,033
September	1,027,992	1,236,183	1,865,961	2,903,358	652,856	27,482,179
October	415,395	1,813,033	3,606,346	807,292	2,564,960	18,303,539
November	306,405	1,031,950	5,886,110	1,677,393	606,563	18,941,263
December	647,882	635,956	11,252,736	832,550	619,004	6,751,319
Total	\$6,407,571	\$13,438,557	\$26,217,888	\$15,000,227	\$19,150,973	\$84,196,109
TOTAL IMPORTS.						
January	\$30,310,679	\$24,831,250	\$29,756,259	\$27,606,337	\$24,626,689	\$28,557,546
February	35,439,638	36,923,360	27,977,330	26,659,268	25,726,714	26,968,987
March	42,599,446	38,289,533	32,018,867	34,402,295	26,565,641	28,238,007
April	40,764,927	30,037,367	23,804,232	28,858,011	29,750,760	25,935,160
May	36,470,532	34,063,048	23,671,511	28,761,093	24,165,728	24,688,944
June	32,987,776	28,107,782	21,108,987	30,756,057	23,567,061	23,471,878
July	33,207,729	27,119,138	20,033,079	28,194,462	24,826,152	27,128,509
August	33,043,056	31,534,492	23,896,716	27,720,159	25,542,880	35,166,717
September	31,371,083	24,510,040	23,529,949	24,811,202	25,268,823	57,745,971
October	28,498,730	21,878,879	24,439,477	26,085,368	26,825,566	49,009,710
November	24,256,272	22,100,311	23,196,368	24,958,620	23,725,805	51,493,797
December	24,733,866	21,233,670	31,931,863	20,275,996	22,595,048	45,683,897
Total	\$393,683,734	\$340,628,919	\$305,364,638	\$329,088,868	\$303,186,867	\$424,189,123
WITHDRAWN FROM WAREHOUSE.						
January	\$11,188,750	\$7,778,404	\$5,989,607	\$6,878,475	\$4,979,886	\$5,211,807
February	9,422,534	8,435,817	6,997,493	5,559,897	5,883,551	4,491,656
March	10,252,756	8,714,383	7,742,293	5,866,653	6,201,146	5,570,837
April	10,216,151	9,987,429	7,665,238	6,692,828	6,082,708	5,640,078
May	8,251,185	7,012,808	6,844,256	6,189,879	5,117,121	4,963,111
June	7,732,285	6,732,115	6,518,509	4,821,330	4,745,176	4,985,788
July	8,434,063	8,365,912	5,707,543	6,224,659	5,045,563	5,134,695
August	8,373,117	9,704,702	8,360,063	9,062,968	7,851,584	6,590,423
September	10,969,413	10,347,320	6,843,729	10,581,326	7,314,987	7,699,112
October	8,910,486	7,983,269	6,963,867	9,685,551	5,584,884	7,140,151
November	5,679,873	6,812,727	5,229,733	6,414,038	4,895,654	5,311,972
December	5,350,929	4,636,127	3,286,993	5,787,341	5,083,508	4,493,935
Total	\$104,781,542	\$96,511,013	\$78,149,324	\$83,764,945	\$68,785,768	\$67,233,565

RECEIPTS OF CUSTOMS AT NEW YORK.

	1875.	1876.	1877.	1878.	1879.
January.....	\$8,072,946 12	\$8,160,728 44	\$8,068,938 72	\$7,154,924 85	\$7,655,552 67
February.....	11,811,046 95	9,473,003 56	8,224,434 61	7,914,953 48	8,229,362 06
March.....	10,323,619 78	10,237,275 36	8,695,637 63	8,571,501 20	9,330,695 68
April.....	9,603,087 82	7,764,457 04	7,569,482 75	7,696,243 39	8,184,797 88
May.....	7,474,171 61	7,575,997 28	7,054,082 33	6,527,083 58	7,577,733 93
June.....	6,656,462 06	6,619,735 25	6,102,426 72	5,957,135 22	7,198,779 44
July.....	9,273,546 61	7,497,199 39	7,132,747 46	8,103,513 74	9,329,895 17
August.....	11,417,505 51	10,125,386 42	10,018,122 33	10,149,191 69	10,562,138 82
September.....	10,163,829 28	8,634,411 36	9,068,929 44	9,080,936 88	11,790,902 26
October.....	8,205,316 27	8,031,580 14	8,392,221 85	8,349,904 94	10,952,554 48
November.....	7,034,576 39	5,720,296 82	6,585,108 84	6,713,339 94	8,460,050 08
December.....	5,349,574 79	4,822,595 04	5,815,558 74	6,175,359 43	8,175,540 13
Total.....	\$105,388,583 19	\$94,662,666 10	\$92,717,691 42	\$92,394,088 34	\$107,448,002 60

Exports from New York to foreign ports during the years 1874, 1875, 1876, 1877, 1878 and 1879:

	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$22,658,022	\$18,559,948	\$21,046,814	\$24,738,593	\$26,823,535	\$22,082,124
February.....	20,078,112	17,839,488	17,612,843	18,972,399	28,203,210	26,421,198
March.....	22,099,528	18,669,717	19,981,600	19,299,772	30,174,332	27,984,449
April.....	22,272,739	18,933,522	17,456,396	21,158,574	27,286,446	26,257,346
May.....	22,781,958	19,783,016	20,652,833	22,241,422	27,611,983	26,123,074
June.....	28,275,416	23,403,223	22,060,231	23,970,315	26,864,469	25,818,077
July.....	25,948,400	23,681,774	24,313,669	22,511,448	27,559,092	28,466,272
August.....	23,945,524	19,715,518	23,972,298	22,051,488	30,913,782	30,898,205
September.....	21,203,301	18,974,565	24,675,821	29,215,062	31,537,999	35,774,116
October.....	23,395,284	22,606,151	23,027,990	30,258,630	28,838,012	37,041,310
November.....	19,108,192	22,284,560	23,783,896	28,790,843	28,030,120	29,478,814
December.....	22,435,422	23,230,242	27,189,911	27,751,502	26,363,888	33,126,695
Total.....	\$274,201,898	\$247,681,724	\$265,774,302	\$290,960,048	\$340,206,868	\$349,471,680

	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$133,831	\$278,870	\$484,722	\$227,670	\$315,891	\$266,486
February.....	183,447	145,871	301,844	355,535	322,150	299,433
March.....	191,435	351,906	333,757	235,752	356,670	283,698
April.....	193,200	226,017	286,205	179,101	319,783	227,997
May.....	196,911	167,791	146,737	220,919	259,517	195,499
June.....	247,428	129,802	97,494	136,140	269,832	94,159
July.....	130,591	140,754	325,934	93,809	306,502	153,836
August.....	222,271	60,785	301,171	110,022	333,060	39,544
September.....	123,540	43,502	108,764	84,081	215,364	73,729
October.....	249,674	118,611	75,117	143,721	174,135	80,955
November.....	106,843	157,207	165,170	195,644	135,967	92,118
December.....	362,296	200,059	788,475	272,131	270,957	272,895
Total.....	\$2,341,467	\$2,021,175	\$3,415,390	\$2,254,525	\$3,279,829	\$2,080,349

	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$663,585	\$452,585	\$268,690	\$436,906	\$553,385	\$210,946
February.....	464,052	126,626	390,300	334,784	308,930	411,712
March.....	618,255	560,539	629,419	286,588	563,111	514,702
April.....	835,357	441,316	517,250	426,396	604,807	430,457
May.....	128,368	663,714	776,557	423,690	492,441	508,681
June.....	725,265	783,617	1,013,637	348,882	527,750	327,941
July.....	375,387	623,941	534,958	254,436	499,672	443,018
August.....	417,064	478,046	321,092	471,839	261,448	225,207
September.....	363,573	445,027	243,555	484,993	351,517	349,125
October.....	640,594	581,819	290,985	749,029	392,404	281,940
November.....	773,200	808,538	697,383	919,661	794,981	512,834
December.....	707,068	793,501	677,446	589,994	577,157	449,973
Total.....	\$7,396,768	\$6,759,269	\$6,361,272	\$5,719,398	\$5,927,603	\$4,666,536

	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$2,660,508	\$10,119,325	\$1,866,399	\$971,491	\$1,490,181	\$1,133,867
February.....	2,980,862	4,040,524	4,118,019	1,267,258	650,454	1,909,750
March.....	2,537,822	3,142,066	5,363,527	1,251,312	2,425,211	2,346,398
April.....	2,467,005	6,018,678	3,919,512	2,092,950	3,131,254	1,574,112
May.....	11,865,511	9,355,251	8,519,671	10,743,150	821,105	1,942,420
June.....	7,106,958	17,679,494	4,839,205	5,225,337	778,988	2,588,431
July.....	3,503,728	5,968,301	8,203,787	1,588,648	645,571	523,796
August.....	7,316,307	3,966,661	1,871,127	797,703	1,001,448	457,544
September.....	2,222,533	1,295,904	1,141,546	893,289	370,163	515,261
October.....	1,614,753	1,969,601	899,587	951,297	487,022	524,753
November.....	4,448,600	2,237,635	950,959	635,566	678,052	667,908
December.....	12,497,641	1,763,210	1,493,763	1,079,168	628,339	643,804
Total.....	\$61,222,228	\$67,566,650	\$43,097,102	\$27,497,169	\$13,107,788	\$14,828,044

	1874.	1875.	1876.	1877.	1878.	1879.
January.....	\$26,116,146	\$29,410,728	\$23,666,625	\$26,374,660	\$29,182,992	\$23,693,423
February.....	23,706,473	22,152,509	22,423,006	20,929,976	29,484,744	29,042,093
March.....	25,447,040	22,724,228	26,308,303	21,073,424	33,519,324	31,129,247
April.....	25,768,301	25,619,533	22,179,363	23,857,021	31,342,290	28,489,912
May.....	35,657,248	29,969,772	30,095,798	33,629,181	29,185,046	28,769,674
June.....	36,355,067	41,996,136	28,010,567	29,672,674	28,441,039	28,828,608
July.....	29,958,106	30,414,770	33,378,348	24,448,341	29,010,838	29,586,922
August.....	31,901,166	26,221,010	26,465,688	23,431,052	32,509,738	31,620,500
September.....	23,913,247	20,758,998	26,169,686	30,677,425	32,476,043	36,712,231
October.....	25,900,305	25,276,182	24,293,679	32,102,677	29,891,573	37,928,968
November.....	24,436,835	25,487,940	25,597,408	30,541,914	29,639,120	30,751,674
December.....	36,002,427	25,987,012	30,059,595	29,692,795	27,840,341	34,493,367
Total.....	\$345,162,361	\$324,018,818	\$318,648,066	\$326,431,140	\$362,522,088	\$371,046,509

Lehigh Valley Railroad.

At the Annual Meeting of the Lehigh Valley Railroad Company, held in Philadelphia on the 20th inst., the following Board of Directors was elected: Charles Hartshorne, President, David Thomas, Ashbel Welsh, William L. Conyngham, Arlo Pardee, William A. Ingham, George B. Markle, Robert H. Sayre, Harry E. Packer, James I. Blakslee, Robt. A. Packer, Elisha P. Wilbur, Joseph Patterson. In presenting his report the President said:

The price of coal during 1879 was unprecedentedly low, and our business was restricted during the first four months of our fiscal year by our unwillingness to put coal into market in such quantities and at such rates as would not return cost to the producer. After some months trial it became evident, however, that other companies were supplying the demand to the prejudice of our operators, and our rates to tide were reduced so as to be equal to those charged by our competitors.

The total tonnage was as follows: Anthracite, 4,361,785 tons; bituminous, 53,499 tons; making 4,415,284 tons; being an increase of 935,691 tons over 1878, and of 23,968 tons over 1877, heretofore our year of heaviest tonnage. Of this 1,536,476 tons were carried over the New Jersey division, against 879,877 tons in 1878.

Our income from all sources, including interest received from investments, &c., amounted to \$6,340,883 74; operating expenses of the road, \$2,996,981 28; net income, \$3,543,882 46, out of which there has been paid—interest on bonds, \$1,557,900; dividends—January, April, July and October, two and a half per cent each, on preferred stock, \$10,630; January, April, July and October, one per cent each on common stock, \$1,084,898 50. General expense, interest on floating debt, Penna. and New Jersey State taxes, loss on Morris canal and on coal operations, \$866,595 66. Total, \$3,520,019 16; leaving \$28,363 80 to be carried to the credit of the profit and loss account.

At the close of the fiscal year our capital account was as follows: Preferred stock, \$106,800; common stock, including scrip not yet converted, \$27,382,555; six per cent. bonds, due in 1898 (coupon and registered), \$5,000,000; seven per cent. registered bonds, due in 1910, \$8,000,000; consolidated mortgage bonds, sterling, \$4,487,000; coupon, \$2,000,000; registered, \$7,500,000; annuity, \$500,000; floating debt, less cash on hand, \$347,859 72. Total, \$58,213,214 72. 133 of the sterling bonds were drawn payable December 1, 1879, leaving outstanding, \$4,804,000, bearing interest from that date.

Susquehanna and Clearfield Railroad.

A new railroad is now being located in Clinton County, Penn., to be called the Susquehanna and Clearfield Railroad. This road will start from Keating Station, on the Philadelphia and Erie Railroad, at the junction of the Sinramahoning creek with the West Branch of the Susquehanna river, and then proceed up the West Branch, tapping the long famous Karthaus coal fields, said to contain the finest veins of bituminous coal, iron ore, fire clay and limestone in Pennsylvania. The charter members are officers of the Philadelphia and Erie and Pennsylvania Railroad Companies, who take one quarter of the stock, while prominent stockholders of the Philadelphia and Erie take most of the balance.

The Union Passenger Railway Co. of Philadelphia has leased the Continental Passenger Railway for 99 years, paying to the stockholders of the leased line 2½ per cent, for the first six months, and after that 6 per cent, on the \$100, the par value of the stock, or \$6 a year for each share.

Chicago, Milwaukee and St. Paul Railway.

The directors of the Chicago, Milwaukee and St. Paul Railway met on the 28th inst., and have issued the following statement of the business of the company for the year ending December 31, 1879:

Gross earnings year 1879.....\$10,612,819 78
Operating exp. (including taxes),
1879.....5,473,794 96

Equal to 54.66 per cent.....\$1,539,024 82

By interest received on money
loaned, etc., 1879.....69,066 84

\$1,608,091 66

To 3½ per cent divi-
dend on pfd. stock
in October, 1879.. \$429,781 90

To 2½ per cent divi-
dend on the com-
mon.....885,106 42

To interest on bonds
in 1879.....2,287,407 86

To sinking fund.....70,000 00

3,172,295 68

Balance.....\$1,435,795 98

Boston and Providence Railroad.

The earnings of this road for the years ending
September 30, 1878 and 1879 were as follows:

	1878.	1879.
From passengers.....	\$724,505 86	\$695,169 78
" freight.....	417,302 20	424,179 43
" rents.....	21,377 01	19,594 73
" express.....	33,426 84	29,600 81
" mails.....	9,805 30	9,693 54
	\$1,206,417 21	\$1,178,238 29

Expenses, viz:

Repairs of railroad....	\$73,712 62	\$70,039 70
Sleeper account.....	11,180 46	11,001 84
Rail account.....	28,594 97	25,709 51
Repairs of locomotives	45,113 24	45,297 73
Repairs of cars.....	53,846 38	45,205 22
Repairs of stations and fixtures.....	18,580 55	21,167 25
Bridges.....	41,985 66	24,738 39
Fences.....	5,852 71	4,411 16
Snow account.....	2,026 41	2,826 03
Gratuities and damages	3,728 05	4,665 19
Passenger department.	183,541 64	184,307 76
Freight department..	136,353 18	129,112 85
Coal.....	79,164 62	74,762 99
Miscellaneous exp....	29,828 53	29,263 87
Switch and gatemen..	41,868 93	42,235 38
Taxes, insurance, etc.	72,510 61	66,381 60
Oil and waste.....	7,493 05	6,266 04
Telegraph expenses..	1,279 23	1,303 26
Interest account.....	65,130 80	53,249 12
Attleboro Branch rent	10,956 24	10,917 27
	\$913,258 33	\$846,862 16

Balance carried to in-
come account.....\$293,358 88 \$331,376 13
Add balance from previous year.... 363,127 39

Total.....\$694,503 52
Dividend paid May 1, 1879, \$3 per
share.....\$120,000 00
Dividend payable November 1, 1879,
\$3 50 per share.....140,000 00
Balance to new account.....434,503 52

Total, as above.....\$694,503 52

Compared with the previous year, the gross earnings show a decrease of \$28,178 92, with a decrease in expenses of \$66,196 17, making an increase in net earnings of \$38,017 25. The total net earnings of the year, after the payment of interest and taxes were \$331,376 13, from which dividends of 6½ per cent amounting to \$260,000,

have been paid and credited, and the balance, \$71,376 13, carried to credit of profit and loss.

The report says:

Two dividends have been declared, one in the spring, of three per cent, and one in the fall of three and one-half per cent, making six and one-half per cent for the year, free of taxation.

The state and local taxes amounted to one dollar and fifty cents on each share.

The interest paying debt has been reduced since October 1st, 1878, from \$1,000,000 to \$320,000, all bearing seven per cent interest and maturing as follows:

1880 Notes January and July..	\$200,000
1881 ".....	120,000
1882 ".....	100,000

1893 Bonds.....	500,000
	\$920,000

A dividend of \$5,740, received on your investment in the Union Freight Railway, was credited to interest account.

One year's back dividend on the preferred stock of the Providence, Warren and Bristol Railroad, amounting to \$3,580, was credited to the reduction of the valuation of the common stock.

This road of 13.6 miles will hereafter doubtless continue to contribute somewhat to your revenue. When its control was assumed by the Boston and Providence Railroad Corporation, in 1873, it was encumbered with a mortgage debt of \$50,000, bearing eight per cent interest payable each six months in advance. The mortgage has been lifted from the property, and the debt reduced to \$20,000. This debt bearing six per cent interest, is due the Boston and Providence Corporation, and appears among your notes receivable. It is available at any moment. Meanwhile, three miles of steel rails have been placed in the track, the road bed greatly improved, the rolling stock made efficient, and an iron bridge built by the Edgemoor Company, of Delaware, over the Barrington River, to replace a defective wooden structure.

The Stoughton Branch, standing at \$85,400 in the balance sheet, is really an integral part of your road and is operated as such. As it represents \$15,400 of your present debt, it is still stated as a separate investment.

Before the Stoughton Branch Road was fully acquired by your corporation, and there were two distinct managements, the station in Canton on the main line was known as Canton, that on the branch as South Canton. The latter represents the business centre of the town, and owing to an influential petition, and with due regard to some remonstrances, the name of Canton has been transferred to it, the station on the main road being now known as "Canton Junction," conveying to strangers and travellers a more definite meaning.

The last wooden bridge of any consequence in the main road, over Ten-mile River, at Dodgeville, is being replaced by two arches of masonry. The work is of a such nature, that if hereafter, from any cause, the dam of the mill pond just above the track should give way, it is believed that the strength of the abutments and the size of the arches, both of thirty feet span, will be able to resist and carry off any such rush of water. This work, equally a provision of safety against fire and water, has progressed slowly, and will not be completed before another summer. Over one-half of the estimated cost of eighteen thousand dollars, namely, ten thousand dollars has gone into the current expenses of the year.

One new locomotive has been built for the company by the Rhode Island Locomotive Works, and sixteen dump cars purchased. Ten miles of ties have been renewed, three miles of steel rails laid in the main track, and in the branches one and one-half miles. All the above items have been charged to expense account. The road bed was never in so good condition, nor the rolling stock in better repair.

There are in the main road, 82¼ miles, and in the several branches 6½ miles of steel rails. The main road is now equipped with steel rails, with the exception of 5½ miles.

The number of miles run by trains during the year was 811,856; do. in previous year, 800,010—increase, 11,846. Number of passengers carried during the year, 3,206,488; do. previous year, 3,213,189—decrease, 6,701. Number of passengers carried one mile during the year, 37,959,303; do. previous year, 37,557,491—increase, 401,812. Tons of freight moved during the year, 593,346; do. previous year, 569,751—increase, 23,595.

TRIAL BALANCE, September 30, 1879.

Construction and equipment.....	\$4,612,774 88
Stoughton Branch.....	85,400 00
Providence, Warren and Bristol Railroad Stock.....	258,985 00
Union Freight Railroad Company stock.....	79,014 42
Real estate.....	213,816 13
Cash and cash funds.....	138,773 76
Notes receivable.....	21,775 00
Materials on hand.....	97,589 58
Balance due from other roads, etc.	53,629 60

\$5,561,757 87

Capital stock.....	\$4,000,000 00
Seven per cent bonds, due 1893.....	500,000 00
Notes payable.....	420,000 00
Unpaid dividends.....	4,982 00
Dividend No. 86, due Nov. 1, 1879..	140,000 00
Balances due other roads, etc.....	62,272 35
Profit and loss.....	434,503 52

\$5,561,757 87

President.—HENRY A. WHITNEY.

Directors.—Henry A. Whitney, T. P. I. Goddard, J. Huntington Wolcott, William B. Robeson, Francis M. Weld, Joseph W. Balch, Royal C. Taft.

Treasurer.—B. B. TORREY.

Superintendent.—A. A. FOLSOM.

Baltimore, Chesapeake Bay and Delaware Railroad.

At the annual meeting of the stockholders, held in Baltimore on the 21st inst., the following Board of Directors was elected: Dr. G. W. Goldsborough, President, Sydney C. Long and Dr. R. W. Eareckson, Baltimore; J. P. Manlove, Greensborough, Md.; Martin H. Jenks, Philadelphia, and N. S. Gere, Syracuse, N. Y. The company was organized in August, 1873, to construct a line of railroad from Kent Island, Md., to Harrington, Del., a distance of 40 miles. From the Kent Island terminus connection would be made with Baltimore by steamers, the distance being 17 miles, and with Annapolis about 8 miles distant. At Harrington, Del., connection would be made to the breakwater at Lewes, and thence by the Old Dominion Steamship Line to Cape May, about 12 miles, and to New York. The cost of the road was estimated, with equipment, at \$15,000 a mile, and the capital stock of the company was fixed at \$600,000, of which about \$100,000 was subscribed. A contract was made with Mr. Wm. Sperry, of Philadelphia, for the work. About one-third of the grading was finished, when, in 1874, financial troubles prevented its completion. The work has remained in that condition until the present time, but it is stated that proposals have been recently received both from the Junction and Delaware Railroad and the Old Dominion Steamship Company, which render it probable that work will be renewed. It is proposed that the construction shall be given to a new contract.

or, and that the road shall be completed by the next peach season. An offer was received some time ago from an English capitalist to advance 70 per cent on bonds of the company, but negotiations are being carried on with parties in Boston, where, it is believed, better terms can be obtained. The proposed road would go directly across the Maryland Peninsula, intersecting the Delaware railroad at Harrington, and, it is claimed, would bring to Baltimore a very large proportion of the trade of the Eastern Shore of Maryland and Delaware which now goes to Philadelphia and New York. It would also be a through line for New York, besides offering valuable facilities for transportation of Cumberland coal via the Baltimore and Ohio railroad to the coaling station at the Lewes breakwater.

Mining in Maine.

Very important mining discoveries have been made in Maine during the last few months. Companies have been organized and work is being energetically prosecuted in various parts of the State. The deposits are principally of gold and silver. The Acton lode, in York county, is reported by Professor Stewart to be one of the best defined fissure veins on the continent. It has been traced for two miles from north to south in nearly a right line, and the surface exposures show that it ranges in lateral diameter from eight to twenty feet. The Riverside Mining Company has been organized at Camden, in Knox county, with a capital of \$500,000. Work was begun about six weeks ago, and is being pushed night and day. The shaft of the Fort Knox mine, at Prospect, opposite Bucksport, on the Penobscot River, is now down sixty two feet, and the ore from the bottom contains both gold and silver. A fine specimen of very rich ore from the Deer Isle mine, on Deer Island, Penobscot Bay, has just been exhibited in Bangor. An assay resulted as follows: Gold, \$30; silver, \$60; copper, \$10; lead, \$17. The Owl's head mine, seven miles below Rockland, at the mouth of Penobscot Bay, is showing specimens of quartz very rich in gold. The Hampden Mining Company has a shaft eight miles westward from Bangor, which is down sixty-five feet, and blasts throw out ore of good quality. The Atlantic mine, at Blue Hill, is equipped with steam engine and drills, and the shaft is already sunk over fifty feet. The assayer of the Blue Hill Mining and Smelting Company writes, under date of the 11th instant, that things are progressing at a lively rate. Five or six other mines report favorably, and important additions to their outfits will be made in the spring with a probable enlargement of operations.

Twenty-two locomotives belonging to the Philadelphia and Reading Railroad Company were seized on the 26th inst. by a Government official, for non payment of internal revenue tax, alleged to be due the United States on the wages certificates issued by the company. A preliminary injunction has, however, been granted against the Collector, restraining him from further proceedings.

The construction of the Bloomington and Fairfax railroad from Bloomington, Va., to the Elk Garden coal region will be begun early in the spring. The road will be about eight miles long, and will probably be of narrow gauge pattern.

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ROOM NO. 47, GRAND CENTRAL DEPOT,
NEW YORK, Dec. 16, 1879.

THE DIRECTORS OF THIS COMPANY HAVE
this day declared a dividend of Four Per Cent.
upon its Capital Stock, payable on the 2d day of February next, at this office.

The transfer books will be closed at 3 o'clock P. M.
on Saturday, the 27th inst., and will be reopened on
the morning of Friday, the 6th day of February next.
E. D. WORCESTER, Treasurer.

Liability for Acts of Employees.

In the United States Supreme Court at Washington, on the 12th inst., a question was presented against the Kansas Pacific Railroad as to what extent and under what circumstances a railroad or other corporation is liable in a suit for damages based on the accidental killing of one of its employees while in its service. In the present instance the employer's death was, it is alleged, due to the defective construction and condition of his locomotive. The railroad company maintains and the Court below charged the jury that a corporation is not liable for injuries to one of its employees when such injuries result from the carelessness of his fellow-servants.

The Supreme Court holds that although such is the general rule, it is subject to exceptions, one of which arises from the obligation of the corporation not to expose an employee to perils against which he may be guarded by proper diligence.

Railroad officials who are invested with the power and duty of so guarding the safety of employees represent the personality of the corporation, and their negligence from which injury results is the negligence of the corporation. If an employee having knowledge of a defect in the machinery which he uses gives notice thereof to the proper officers and is promised by them that it shall be remedied, his subsequent use of such machinery in the belief that it will be put in proper condition within reasonable time does not necessarily make him guilty of contributory negligence.

The judgment of the lower Court was reversed and the cause remanded, with directions to satisfy the verdict and award a new trial and for such other proceedings as may be consistent with the opinion of this court. Mr. Justice Harlan delivered the opinion.

Philadelphia and Reading Railroad.

Comparative statement of gross receipts, tonnage and passengers, of the Philadelphia and Reading Railroad Company, for the month of December, 1879:

Gross receipts:	1879.	1878.
Railroad traffic.....	\$1,325,780 41	\$810,890 71
Canal traffic.....	81,511 23	10,356 61
Steam colliers.....	68,936 69	46,029 61
Richmond coal barges.....	16,358 64	14,379 14
Total Railroad Co.	\$1,442,586 97	\$881,656 07
Reading Coal & Iron Company.....	806,016 05	576,641 05
Total of all.....	\$2,248,603 02	\$1,458,297 12
Tonnage and passengers:		
Tons of coal on railroad.....	653,189 12	373,169 13
Tons of merchandise.....	466,537 06	238,117 08
Passengers carried.....	726,503	475,604
Coal transported by steam colliers.....	44,588 00	43,902 50
Tons of coal mined:		
By Coal and Iron Co.....	316,044 11	214,046 07
By tenants.....	111,584 11	57,685 01
Total mined from lands owned and controlled by Co. & from leasehold estates.....	427,629 02	271,731 08

The American Union Telegraph Company opened their offices in this city for business on the 26th inst., chiefly to accommodate the new French Cable Company, as it was not intended to open to the public before Feb. 1. The tariff is based temporarily on that of the Western Union, but reductions may be made when the line is in thorough running order. At present there is only connection with Washington, Albany, Buffalo,

Baltimore, Boston, and the oil regions in Pennsylvania. There are 500 offices open now throughout the country. The lines to Chicago and Omaha will be opened in March.

At the annual meeting of the New York, New Haven and Hartford Railroad Company, held at New Haven on the 14th inst., the traffic contract between that company and the Boston and New York Air Line Company by which the gross earnings are pooled and divided, was approved. The contract has been in operation since March, 1879, and continues up to October 1, 1880. The New York, New Haven and Hartford gets 94, and the Air Line 6 per cent of the earnings. After October 1, 1880, the division will be settled by arbitration.

The Delaware Inquirer says that interest has been revived in the proposed railroad between Harrington and Queenstown, a distance of 40 miles, and that Boston capitalists favor the project and will invest their money in it. The building of this road would materially shorten the route to Baltimore and Washington and open up to the Junction and Breakwater road a new and large trade.

OFFICE OF LA PLATA MINING AND SMELTING CO.,
OF LEADVILLE, COL.,
No. 58 BROADWAY, ROOMS NOS. 12 AND 13,
NEW YORK, Jan. 15, 1880.

DIVIDEND NO. 5.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a dividend of SEVEN AND ONE-HALF CENTS per share, (par value \$10) on the capital stock, payable on Saturday, Jan. 31, inst., at the office of the company. Transfer books will close on Wednesday, January 21, and reopen Monday, February 2, 1880.

Statement of the financial condition of the company:
Cash capital.....\$100,000 00
December 1, 1879.—Balance surplus account.....35,651 80
January 1, 1880.—Net earnings for month of December.....16,027 78

Dividend of 7½ cents per Share, 200,000
Shares.....15,000 00

Leaving cash balance January 1, 1880..\$136,679 58
W. B. ALLEN, Assistant Secretary.

CHRYSLITE SILVER MINING CO.,

ROOMS NOS. 51 TO 57 BOREEL BUILDING,
No. 115 BROADWAY, NEW YORK, Jan. 16, 1880.

THE BOARD OF TRUSTEES HAVE THIS DAY declared a MONTHLY DIVIDEND (No. 3) of TWO PER CENT. on the TEN MILLION DOLLARS (\$10,000,000) capital stock of this company, amounting to TWO HUNDRED THOUSAND DOLLARS (\$200,000,) or ONE DOLLAR PER SHARE (\$1), out of the third month's net earnings, payable at the Central Trust Company, on the 26th inst. Transfer-books will close January 22, and re-open January 27.

DRAKE DE KAY,
Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Jan. 22, 1880.

A DIVIDEND OF THREE (3) PER CENT. has been declared by this company, payable on the 1st day of March next to the holders of its capital stock as registered at 2 p. m. on the 12th of February next, after which, and until the 4th of March, the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, 9 NASSAU STREET, NEW YORK, Jan. 8, 1880.—THREE DOLLARS PER SHARE will be paid on presentation of Dividend Warrant No. 9, on or after February 1, at this office, or at the company's office in San Francisco.
C. P. HUNTINGTON, Vice-President.

THEO. SUTRO,

Attorney and Counsellor at Law,
(Rooms 50 and 51.)

80 Broadway, NEW YORK.

Mining Patents, Cases and Contests.

REFERENCES:

Hon. J. A. Williamson, Commissioner General Land Office, Washington, D. C.
Hon. Samuel Shellabarger, Counsellor, etc., Washington, D. C.
Lazard Freres, Bankers, 65 Pine Street, New York.
Sutro Tunnel Company, San Francisco, California.

TO MINE OWNERS.

The New York Stock Exchange has at last opened its doors to the mining interest of our country, and now allows its members to deal in mining shares. Parties who have first class mining properties, and wish to organize companies, under the laws of the State of New York, which are liberal, and find a market, would do well to communicate with

WILLIAM EUCLID YOUNG,

(Member N. Y. Stock Exchange, also N. Y. Mining Stock Exchange.)

Office 60 Broadway, N. Y.

A. G. DAY,

MANUFACTURER OF

Kerite Insulated Telegraph Wire and Cables.

FACTORY, SEYMOUR, CONN.

THE DI-ELECTRICAL PROPERTIES OF KERITE have been thoroughly tested, and its superiority over all other kinds of insulation fully demonstrated.

ITS DURABILITY

has been demonstrated beyond question in practical use of hundreds of miles of Kerite-covered wires by the Fire Alarm and Telegraph Companies. In New York it has been largely used for the last ten years, under all conditions and exposures; the resistance now is as great as when first exposed.

FACTS FULLY ESTABLISHED.

Kerite is not affected by extremes of heat and cold, or by exposure to the heat or sun; endures long continued heat below 200° Fahrenheit, may be safely immersed in boiling water, is unchanged by being placed in the ground; corrosive elements in the earth do not act upon it; acids act very slowly, only to oxidize the surface; bears exposure to not strong solution of alkalies; does not suffer by injury by destructive insects of land or water, and can be stored in tropical climates without change of insulation.

PROF. MOSES G. FARMER, says: "I have used your Kerite as leading wire, more or less for four or five years. It stands abuse, changes of temperature, alternate wetting and drying better than any insulator I have tried."

EMINENT ELECTRICIANS AND PRACTICAL TELEGRAPHISTS

commend and recognize the Kerite insulation as superior to all others.

GEORGE B. PRESCOTT, Esq., Electrician of the Western Union Telegraph Company, under date of September 25, 1874, says: "In September, 1869, we placed some of your Kerite wire, unprotected by any covering whatever, in the tunnel under the river in Chicago, and have since continued its use in that exposed situation with the most gratifying results. A portion of the tunnel is very wet, and water saturated with lime constantly drips upon the wires, while in other portions they are kept alternately wet and dry, which is well known to be one of the severest tests that any insulating material of an organic nature can be subjected to; and yet after five years' exposure under the above conditions, the Kerite covering shows no signs of decay or deterioration. An insulating covering of India-rubber or gutta-percha under a like exposure, would have been destroyed in much less time."

February 1, 1877, he writes further: "This piece of Kerite wire unprotected by any covering, was in use in the tunnel under the river in Chicago, from September, 1869, until December, 1876, and shows no signs of decay or deterioration in its insulating qualities."

For Sale by all dealers in Telegraphic Materials.

For further particulars address

A. G. DAY, 120 Broadway, N. York.